

Intimation.

WM. POWELL,
LIMITED.
"ALEXANDRA
BUILDINGS"
Des Vaux Road.

Everything for
Ladies' and
Children's wear.

NEW
CHIFFON
VEILINGS.

RAIN COATS.

BELTS.

LINEN COLLARS.

CORSETS.

DRESS
FABRICS.

NEW
GRANITE TWEEDS.

NAVY SERGES.

FANCY VOILES.

FOULARDS,
AND
A splendid selection
of
NEW MUSLINS
at
Moderate Prices.

**GENTLEMEN'S
DEPARTMENT,**
28, Queen's Road.

NOW ON SHOW.
**SMART SILK
AND WOOL
SHIRTS**
of beautiful quality,
newest patterns.

OPEN KNIT SILK
SCARVES.

LIGHT-WEIGHT
RAINCOATS.

INSPECTION INVITED.

Wm. POWELL, Ltd.
HONGKONG.

Hongkong, 8th March, 1905.

Intimations.

**CHINA SUGAR REFINING COMPANY,
LIMITED.
NOTICE.**

THE TWENTY-SEVENTH ORDINARY
ANNUAL MEETING OF THE SHARE-
HOLDERS of the Company will be held at
the Offices of the General Agents, on THURSDAY,
the 23rd March, at Noon, for the purpose
of receiving the Report and Statement of
Accounts for the year ending 31st December,
1904.

The TRANSFER BOOKS of the Company
will be CLOSED from 10th to 23rd March,
both days inclusive.

JARDINE, MATHESON & Co.,
General Agents.
Hongkong, 4th March, 1905. [322]

**LUZON SUGAR REFINING COMPANY,
LIMITED.
NOTICE.**

THE TWENTY-THIRD ORDINARY
ANNUAL MEETING OF THE SHARE-
HOLDERS of the Company will be held at
the Offices of the General Agents, Pedder's
Street, on THURSDAY, the 23rd March, at
12.30 P.M., for the purpose of receiving the
Report and Statement of Accounts for 31st
December, 1904.

The TRANSFER BOOKS of the Company
will be CLOSED from 10th to 23rd March,
both days inclusive.

JARDINE, MATHESON & Co.,
General Agents.
Hongkong, 4th March, 1905. [321]

**HONGKONG FIRE INSURANCE
COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.**

THE DIVIDEND of \$34 per Share, for the
year ending 31st December 1903, declared
at to-day's Ordinary Annual Meeting, will
be payable at the Hongkong and Shanghai
Banking Corporation, and Hongkong Share-
holders are requested to apply for Dividend
Warrants at the Company's Office, Pedder's
Street, after 4 P.M. TO-MORROW.

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 6th March, 1905. [331]

CIGARS.

FINEST HAMBURG MADE

ROLAND VON HAMBURG
AT
\$4.00 per hundred.

FLOR DE MONDEGO
AT
\$5.50 per hundred.

Sold in

AIR-TIGHT TINS

TUNG CHONG WO.

98, Queen's Road Central,
Opposite Central Market.

Hongkong, 25th January, 1905. [176]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the
Military Authorities that GUN PRACTICE
will be carried out as under:-

On MONDAY, 13th March:-
From Pak-sha-wan, towards entrance to
Junk Bay, at ranges of 600 to 4,000
yards, commencing at 9.30 A.M., and
finishing at 11 A.M.

On WEDNESDAY, 15th March:-
From Pinewood, in a North-Westerly
direction, at ranges of 2,000 to 6,000
yards, commencing at 9.30 A.M., and
finishing at 11 A.M.

On FRIDAY, 17th March:-
From Pinewood, in a North-Westerly
direction, at ranges of 2,000 to 6,000
yards, commencing at 9.30 A.M., and
finishing at 11 A.M.

If the weather is unfavourable on either of
the above days, Practice will take place on the
following day.

All ships, junks and other vessels are to
keep clear of the range.

L. BARNES-LAWRENCE, Captain, R.N.,
Harbour Master, &c.

Harbour Department,
Hongkong, 8th March, 1905. [34]

WAK DEPARTMENT CONTRACTS.

TENDERS will be received at the Head
Quarters Office, Fletcher Street, until
12 o'clock Noon on THURSDAY, 16th March,
1905, for the undermentioned SUPPLIES and
SERVICES, for the period of twelve months
from 1st April, 1905:-

1. Hospital Supplies and Medical Comforts.
2. General Supplies and Provisions
3. Coal, Wood, Oil, Sawing, and other
Barrack Supplies and Services;
4. Washing.
5. Transport Service (Supply of mules,
junks, coolies, &c.).
6. Forage.

Forms of Tender and any particulars can be
obtained on application to this Office either
personally or by letter, addressed to the Officer
Commanding Army Service Corps between the
hours of 10 A.M. and 4 P.M.

The Tenders must be properly filled up,
signed and dated, and no Tender will be noticed
unless delivered upon the proper form at the
Head Quarters Office by 12 o'clock Noon on
the above date, in a closed envelope, marked
"Tender" on the outside.

The right to reject any or all Tenders is
reserved.

Head Quarters Office,
Hongkong, 7th March, 1905. [338]

**TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES,
48, DES VAUX ROAD.**

SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.
Prices Moderate. Telephone No. 329.
Hongkong, 1st October, 1904. [61]

THE SINGAPORE DOCKS.

[Continued from yesterday.]

We print below, from the verbal report of
the *Singapore Free Press*, the remarks of the
other speaker at the meeting of shareholders,
held at Singapore in connection with the pro-
posed expropriation of the Tanjong Pagar
docks.

MR. T. BRADDELL.

Mr. T. de M. L. Braddell said: Mr. Chair-
man and gentlemen. In rising to address
this meeting, as the second of the resolu-
tions before you, I feel that I cannot
pretend to possess that intimate knowledge of
the affairs of the company which the previous
speaker, the Managing Director and Mr.
Warwick, are happily possessed of. Nor,
indeed, can I hope to comment on the very
able statements which they have put before
this meeting, because, as you know, those
statements have been read and reading a speech
does not make quite the same impression upon
the minds of the hearers as compared with a
speech which has not been written out. But
what I can hope to do is to treat the matter
broadly, and to bring before you the position
that the company is now placed in. The situa-
tion is simply and briefly this: A Bill now lies
before the Legislative Council and is down for
the second reading shortly, in which the gov-
ernment of this Colony will be empowered to
wrest from the possession of the shareholders
all this Company's property, which they have
offered so many sacrifices in building up to
its present powerful position. The plan which
the Government put forward in justification of
this measure is that the trade and interests of
the Colony are so intimately connected with
the welfare of the company, that it is inadvis-
able to trust to the policy of the company con-
tinuing as it has done up to the present; and
that

THE AFFAIRS OF THE COMPANY SHOULD
BE TAKEN INTO THE HANDS OF
GOVERNMENT.

That is the first plea—I think it is the main
plea on which the Government justifies the
measure which it asked the Council to pass.
The second plea is that the Company, however
well it has managed its business in the past, is
incapable of providing the necessary money to
carry out those works which are required to
meet the demands of the trade, and that even
if it were able to raise those funds, it would
only do so with a view of raising the tariff of
the company to the prejudice of the general
trade of the Colony. Those are the two pleas on
which Government justifies its action and I
ask you what would be the inference that
would be drawn by the Government and the
public of this Colony if these pleas were al-
lowed to pass unchallenged? Why, surely,
what would be inferred from the silence of the
shareholders would be that they assented to
and approved of this measure which the Gov-
ernment have brought forward, and the fur-
ther deduction would follow from that, that
the shareholders in offering opposition, admitted
the truth of the pleas set up by the Govern-
ment. I think myself, and I think, gentlemen,
when you consider the point you will see the
importance of the shareholders instructing
the directors to oppose the bill so that these in-
ferences and deductions may not be drawn
from our inaction. The result of such inaction
would be that we should be, as it were, estop-
ped by our conduct from laying any claim to
be compensated for taking over this property
by the Government compulsorily. We should
be deemed to have approved of the measure
and therefore no claim by us on that account
could be listened to.

THE ALLEGED LACK OF FACILITIES.

With regard to the second point as to whether
the Directors have failed to provide sufficient
facilities for the trade of this port, you have
heard the statement made by our General Man-
ager, and if anything more were wanted, you
have the reports which have been presented at
the half-yearly meetings, in all of which the
most important of the works which have been
carried out during the last twenty years are
plainly shown. And you will see from them
that the directors of this company have con-
sistently adopted the policy of treating the
shareholders of this company and the public
interests of the Colony on an equal footing,
and where the interests of the company and the
interests of the public have come into conflict,
the Directors have postponed the interests of
the shareholders to the interests of the Col-
ony.

THE ONLY TARIFF CHANGE.

You know that until the year 1894 this Com-
pany made no change in the tariffs which had
hitherto obtained, and the change then effected
was only resorted to as an absolutely necessary
measure, owing to the heavy depreciation in
exchange and the consequent increase of the
cost of labour. The directors therefore had to
slightly increase the tariff in that year but I
think since that year the tariff has remained
the same. But it is not only this Company that
has had to resort to this measure; every trading
house in Singapore has had to adopt similar
measures. No company could have afforded to
carry on business in the depreciated state of the
currency on the same terms that they had done,
so that that was entirely justified. You will see
that up to the year 1899 this Company kept well
abreast and in advance of the trade of the port.
It had by adopting this wise policy of improving
the property and increasing the efficiency, pro-
vided sufficient facilities for the trade of the
port, at any rate until that date.

THE SUDDEN DEMAND.

You have heard from the Managing Director
the causes which came very unexpectedly
and very suddenly and led to the increased
pressure on the resources of the Company.
These causes were due to the increased interest
which was taken in the trade of the Far East
East by Europe, that brought a very great in-
crease in the number of vessels. Not only that,
but another very serious factor had to be taken
into account: the size of these vessels also in-
creased. As an example of that, it is shown
by the tonnage record which the Company
keeps that in the year 1897 2,070 vessels visited
the wharves of the Company of a total ton-
nage of 3,057,087. Two years after that, in
1899, the number of vessels decreased to 1,836
but with this effect, that the registered tonnage
of that lesser number of vessels had amounted
to more than the whole tonnage of the 2,070
vessels of 1897—it amounted to 3,340,101 tons.
That will give you an idea as to the suddenness
of the pressure which the company had to meet.
The directors were generally alive to the
necessities of the occasion. They saw at
once that more extensive works would have to
be carried out in order to meet this state of
things, and they instructed skilled engineers
to report on what was required and the best
means of providing it. With the result that
our Managing Director presented, as he in-
formed us, his report to the Company. That
report does not appear to have been accepted
at once. It was thought advisable, and there
was reason for it, that it should be sub-
mitted to the most eminent engineers on
this subject that we possess, namely, Messrs.
Goode Son and Matthews, and we now have
a joint report of that eminent firm and our
managing director. The work which is re-
commended in that report is really divided
into two parts.

THE IMPROVEMENT SCHEME.

It comprises the construction of a wet dock
and the reconstruction of the main wharf.
This work is not required to be undertaken all
at once, the second part of the work in fact it
is impossible to commence until the first
part has been completed, and these two
parts are to be extended over a period of fifteen
years. I do not think you will believe, gentle-
men, that the work will be executed in any
shorter time than that stated in this report. Our
experience of the execution of public works by
the Government does not lead us to place great
confidence in the ability of the Government to
carry out the work in a more rapid manner than
private individuals. Well, the Directors were
faced with this necessary large expenditure,
and what did they do? They reasoned with
themselves that this work was required to be
done in the interests of the trade of the Colony.
Surely it was a scheme which would commend
itself to the fatherly consideration of the
Government. But unfortunately the Govern-
ment did not regard it in that light. The ap-
plication of the company for funds was regard-
ed by the Government as the opportunity for
which it had long been waiting to interfere
with and take from us the business and prop-
erty of the Company. His Excellency the
Governor tells us that at first he saw no reason
why the F. M. S. Government should advance
this money on cheaper terms than it could be
obtained in a mere commercial bargain, but he
says that upon consideration he recognised
that the interests of the F. M. S. were intimately
connected with the interests of Singapore, and
were in fact identical with them, and therefore
it had received his consideration. He then
appeared to have possessed himself of all the
information which the general manager was
able to give him, and having done that, his
next step was to draw up a despatch to the
Secretary of State for the Colonies, in which he
makes the suggestion to the Secretary of State
of the terms on which, in his opinion, the
Government might give that financial as-
sistance. It was based on what he called

A MEASURE OF CONTROL.

Now gentlemen, the measure of control, when
it was examined, proved to be a very complete
measure indeed. It amounted to an absolute
control, to the demand by the Government
that the shareholders should surrender the whole
responsibility which they had reposed in
their directors. To my mind such a pro-
posal could only have been suggested with
view to show that certain refusal. When
that despatch was received by the Secretary of
State for the Colonies does he act upon it?
No. He views with suspicion, he entertains
a doubt, as to the bona fides of this application
by the Directors to the Government for finan-
cial assistance. You will no doubt have
noticed in His Excellency's despatch that he
referred to a rumour which had got abroad to
the effect that the Directors anticipated that a
port trust would be formed. The Secretary of
State wires:-

"In this connection I note the observation
made in the fifth paragraph of your despatch,
"It is possible that the parsimony in regard
to equipment and improvement, which is
alleged with considerable force against the
Committee in London in recent years, may
have been due to their expectation that the
Government might find it necessary in the
interests of the Colony to establish a Port
Trust to take over their undertaking, and their
desire therefore, that the dividends on their
shares should be taken over, should be as large
as possible."

Now, gentlemen, I should like to know on
what foundation His Excellency the Governor
inserts in his despatch what was absolutely
nothing more than a baseless rumour. Have
the Committee been conducting itself in such
a manner as to show that they did anticipate,
that they welcomed the interference of Govern-
ment? On the contrary they resented it. The
Secretary of State thought it would be well,
before putting that suggestion, of which he
more or less approved, before the London
Committee, to invite that body to a personal
interview with him. Of what took place at
that interview we have no certain knowledge,
but I think it is very certain that what did take
place, was that the committee would not assent
to such a measure of control as the Govern-
ment demanded. Well, after that interview
the chairman of the London Committee, Mr.
W. G. Gulland, writes a letter to the Secretary
of State. But one word before I proceed to
that: I have overlooked the fact that the Com-
mittee was seriously asked to state whether they
really would welcome the assistance of the
Government? That seems to me to be an
extraordinary question from a Government
which had already received an application from
the company for financial assistance. There is
no doubt whatever that the Secretary of State
is to the genuine sense of the application. Mr.
Gulland in his letter to the Colonial Secretary
sets forth very ably what the policy of the
Company had been in the past and he also
gives ample assurances that that policy would
remain unchanged in the future. He further
more says that the Company is able to raise
the money without the assistance of Govern-
ment, but having in view the interest which
the Government of this Colony had in this
great concern, it had ventured to hope that the
Government would be willing to afford the as-
sistance at a lesser rate of interest than the
money could be obtained elsewhere.

THE COMPANY'S CONDITIONS.

And then Mr. Gulland states the conditions
upon which the Company would be willing to
accept this assistance. He offers 8,000 shares
to the Government at what I think anybody
who knows anything at all about the wealth of
this company and the enormous amount of
capital invested in it, is a very moderate figure
indeed, namely \$500. And we can only assume
that that moderation was exercised by reason
that the benefit the government was to receive
would be a turn for the financial aid given
at the small rate of 3 per cent. But for
that I think the Directors of the company
would not have been discharging their duty in
issuing shares at a premium of only 200 per
cent. With regard to the control, the measure
which Mr. Gulland offered the government was
amply adequate to protect the interests of the
public. It proposed two official members here
and one on the London Board. That would
have given them altogether, with the voting
power they would have possessed from the
8,000 shares and the possession of a large
number of shares which the F. M. S. acquired
some time ago, an ample voice in the affairs of
this company. It therefore seems to me that
the action of the Government in this measure,
and the plea it puts forward for their action is
absolutely unfounded, and if we are to have
any regard for our interests, this bill should be
opposed. And if it is passed, that the very best
legal assistance to be obtained should be re-
tained in favour of the shareholders of this
company. (Hear, hear).

THE COMPANY'S CONDITIONS.

The motions were then put: Twenty-one
voted in favour and one against.
Subsequently our reporter was informed that
the one vote against was not entitled to be re-
corded owing to an informality.
The resolutions were therefore declared
passed.
This concluded the business of the meeting.

COMMERCIAL.

TO-DAY'S EXCHANGES.

Selling.	
London—Bank T.T.	110 1/2
Do. demand	110 1/2
Do. 4 months sight	110 1/2
America—Bank T.T.	2 3/4
Do. demand	2 3/4
Do. 4 months sight	2 3/4
India—Bank T.T.	140 1/2
Do. demand	140 1/2
Do. 4 months sight	140 1/2
Japan—Bank T.T.	71 1/2
Do. demand	71 1/2
Do. 4 months sight	71 1/2

Buying.	
London—Bank T.T.	110 1/2
Do. demand	110 1/2
Do. 4 months sight	110 1/2
America—Bank T.T.	2 3/4
Do. demand	2 3/4
Do. 4 months sight	2 3/4
India—Bank T.T.	140 1/2
Do. demand	140 1/2
Do. 4 months sight	140 1/2
Japan—Bank T.T.	71 1/2
Do. demand	71 1/2
Do. 4 months sight	71 1/2

OPIUM QUOTATIONS.	
To-day's quotations are as follows:—	
Malwa New	1,100/1,130
Do. Old	1,100/1,130
Do. Older	1,100/1,130
Do. Oldest	1,200/1,230
Patna New	1,100
Do. Old	1,090
Foreign (Paper)	870/910

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions
to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 11th March, 1905, at 11 A.M., at their
Sales Rooms, No. 8, Des Vaux Road,
corner of Ice House Street,
A LOT OF
MISCELLANEOUS ARTICLES,
Comprising:-
ELECTRO-PLATED TEA SET, Sheffield
KNIVES, FORKS AND SPOONS, JAM and
BISCUIT JARS, SARDINE BOXES on
E.P. STANDS, GLADSTONE BAGS, SILK
UMBRELLAS, BLANKETS, COUNTER-
PANES, PERFUMERY, GLASS FLOWER
HOLDERS, &c., &c., &c.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 10th March, 1905. [340]

PUBLIC AUCTION

JAPANESE SILK EMBROIDERIES AND
ART CURIOS.
THE Undersigned has received instructions
to Sell by
PUBLIC AUCTION,
ON
MONDAY, the 13th March, 1905,
AND
TUESDAY, the 14th March, 1905,
commencing each day at 2.30 P.M., at the
CITY HALL,
Chamber of Commerce Room,
A MAGNIFICENT COLLECTION OF
JAPANESE SILK EMBROIDERIES AND
ART CURIOS,
Comprising:-
EMBROIDERED PALACE WALL
HANGINGS, PRIESTS' ROBES, TEMPLE
BROCADES, OLD FUKUSAS, COURT
KIMONOS, SILK VELVET PICTURES
(Landscapes and other designs), &c., &c.
Very Fine GOLD LACQUER BOXES,
INROS, OLD ZONSEI LACQUERED
SCREENS and TABLES, &c.
CHOICE SELECTION OF EMBROIDER-
ED SCREENS, EIGHT OLD PALACE
DOORS, with choice designs;
FINELY EXECUTED DAMASCENE
and SILVERWARE.
A Quantity of OLD BRONZES, KAKI-
MONOS.
A Fine Selection of SATSUMA and other
PORCELAINS.

Also
2 FINE DIAMOND RINGS and 1 CAR-
VED GOLD RING.
TERMS:—As usual.

The above, which is equal to anything that
has been offered for sale locally, will be on
exhibition from Thursday, the 9th March.
Catalogues will be issued.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 6th March, 1905. [329]

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GEO. P

Intimations.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

E

BLEND

VERY OLD LIQUEUR

SCOTCH

WHISKY.

D

PORT,

VERY FINE OLD VINTAGE MANY YEARS IN BOTTLE.

A CHOICE AFTER-DINNER WINE.

A. S. WATSON & Co., LIMITED,

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

Hongkong, 25th February, 1905.

[32]

WINE

AND

SPIRIT MERCHANTS,

HONGKONG,

34, QUEEN'S ROAD CENTRAL,

FIRST FLOOR,

(WM. POWELL & Co.'s old premises).

BURGUNDIES.

	Per case, quarts.
Nuits	\$15.60
Macon	15.60
Beaune Ordinary	18.00
Do. Superieur	21.75
Volvay	23.40
Do. Superieur	27.00
Pommard	33.60
Chambertin	38.70
Clos Vougeot	47.70
Greve enfant Jesus	54.00
Sparkling Burgundy	24.30
Sparkling Pommard	39.60
Sparkling Chambertin	48.60

N.B.—All our Wines and Spirits are bottled at home, thereby ensuring to our Customers all the advantages accruing from bottling done at home under the direct supervision of the Growers and Distillers as compared to bottling done in China by Chinamen at the service of European Firms.

Hongkong, 27th December, 1904.

NOTICE.

All communications intended for publication in "The Hongkong Telegraph" should be addressed to The Editor, 1, Lee Hom Road, and should be accompanied by the Writer's Name and Address. On-line business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution. SUBSCRIPTION RATES (IN ADVANCE). DAILY—\$30 per annum. WEEKLY—\$12 per annum. The rates per quarter and per annum, proportionally. The daily paper is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.20 per quarter is charged to postage. The postage on the weekly issue to any part of the world is 30 cents per quarter. Single Copies, Daily, ten cents; Weekly, twenty-five cents.

BIRTHS.

On 1st March, at 37, St. Chen Road, Shanghai, the wife of MEYER GOLDMAN, of a son. On 2nd March, at Weihaiwei (Port Edward), the wife of John A. W. LOUREIRO, of a son. On 3rd March, at 8, Szechuen Road, Shanghai, the wife of A. GIESEL, of a daughter. On 4th March, at 5, Astor Terrace, Shanghai, the wife of J. A. SAMPLER, of a daughter.

MARRIAGES.

On 1st March, in Ningpo, by the Rev. E. E. Jones, the Rev. J. R. GODDARD, D.D., to Miss HELEN L. CORBIN, both of the American Baptist Missionary Union. On 5th March, by Sir PELHAM WARREN, K.C.M.G., H.B.M. Consul-General, and afterwards at the Synagogue, "Bethel," Shanghai, RACHEL, eldest daughter of the late ISAAC EZRA of Shanghai, to N. S. LERY of Shanghai.

DEATHS.

On 2nd March, the infant son of WILLIE A. MACE, 1, M. Customs, Pootung, aged 17 months.

The Hongkong Telegraph

HONGKONG, FRIDAY, MARCH 10, 1905.

RUSSIA'S FINANCIAL DISTRESS.

Nothing more significant of the volte face in French opinion regarding the powers of Russia and her ability to cope with the pertinacious Japanese in Manchuria, has come to light than the story unfolded by the London Times that "French financiers have intimated to Russia that the new loan must not exceed £20,000,000 sterling instead of £32,000,000 as required." When the Russo-Japanese war began opinion in France was strongly in favour of Russia; nothing less could be expected from an ally, but when Russia tentatively hinted that the support she expected from France was of a material character there was a slight change of front. Probably there are only three countries in the world which can afford to hold financial investments abroad—Great Britain, France and the United States. That Russia has made a catspaw of France few disinterested observers would seek to deny, but the volatile French nature, willing to believe in a sincerity which was merely skin-deep, saw in the rapprochement with Russia, a tangible friendship which would be lasting and profitable. The nature of the ally became evident, however, when French financial circles were approached on the subject of a loan, immediately after the outbreak of hostilities. French generosity responded to that call with all the vivacity for which our neighbour—and to-day, our friend—is characterised, but there is a limit to all things. For whereas Japan is at liberty to enter all the markets of the world when there is a loan in question and to obtain her wishes in the most astute exchanges, Russia is confined to the Bourse. Of late, Russia has deeply trespassed on the known open-handedness of France with the result that the proposed loan issued by the Northern Power has been reduced by £12,000,000—a petty sum in the eyes of a Britisher, who cheerfully squandered a million and a half a day when the Boer war was in progress, but an important item in a land where a kopeck holds limitless possibilities. The sting of the refusal by French financiers lies in the tail, which says, to quote the telegram again—"This will be the last loan raisable in France for some years." It may be that the hint so forcibly conveyed does not altogether rest on the inglorious "victories" of the Russian troops in the Far East. Some idea of the ferment permeating all classes of Russian society, the agitation for freedom of speech, liberty to present petitions to the Tsar, and preservation from the wanton attacks of brutalised Cossacks, may have had something to do with this plain statement. The terrible scene which took place a few Sundays ago in front of the Winter Palace, when hundreds of peaceable Russian citizens led by devoted priests, and pledged to use no violence under penalty of death at the hands of their comrades, cannot be easily forgotten. Russia has probably suffered, in a financial sense—which more closely affects the body corporal than any other—from the effects of an over-strenuous policy which has been guided by a masterful but impotent bureaucracy than from the lack of success which has followed her arms in the field. There is, however, another point from which the action of the French financiers may be viewed. The recent visits of King Edward to France have raised up a feeling of camaraderie which has culminated in an agreement between Great Britain and France whereby both parties are likely to reap moral and material benefits. More than that, the King, who has been described as the best diplomatist in England, has won for himself a place in French affection which no machinations by an outsider can destroy. Indeed, long before he was King, he had as

Prince of Wales established himself as a bon vivant in Parisian circles, and his last reception in the French capital exceeded all expectations. One witty French writer had the temerity to say that there was only one fault about the King of England, and that was—he did not live in France. However, that may be, the fact remains that French ideas on the subject of Russia's intentions have undergone a marked change, which has quickly been reflected in the tone of the money market. It is a pretty plain hint that the bankers have given when they say that Russia need no longer look to France for financial aid. The only wonder is that it was not given long ago, considering that bondholders on previous loans are still vainly looking for that interest which never comes. At the same time, those who have followed the Titanic struggle in the East will not be inclined to enjoy the discomfiture of a great nation. It is a serious blow to Russia's credit that has been dealt by French capitalists, one that might have been looked for, it is true, in the near future, if not now, but it is a very unhappy one if it tends to cripple the gallant fighters in the wilds of Manchuria. It is disheartening to the defender of Mukden if he ever comes to hear of it, which, to say the least, is unlikely, and it is a distinct plank in the platform of the revolutionaries whose name is legion in the interior of Russia. As the matter stands, Russia is at the mercy of France—a suppliant instead of a dictator—and the advantage is likely to remain with France for many years to come.

LOCAL AND GENERAL.

Mr. C. Wedemeyer, of Messrs. Jardine, Matheson & Co. is transferred from Shanghai to Foochow.

HALF a million taels are to be spent in rebuilding the Examination Hall at Peking.

News had reached Chefoo of the death in South Africa of Mr. Gossil, a former resident of Chefoo, who was employed in the Rand Mines. His wife and children were with him when he died.

THE King's Park range will be available for rifle practice by members of the Volunteer Reserve Association, from 1.30 p.m. to 5 p.m. on Saturdays the 11th, 18th and 25th inst. On the 18th firing will be on the 500 yards' range and on the other days at 200 yards.

In the league match, Kowloon v. R. E. C. C. at Happy Valley at 2 p.m., to-morrow, the following will represent Kowloon:—Mr. W. F. Lumsden (Capt.), Capt. C. K. Bushe, Lt. W. B. Duncan, Lt. G. H. W. Dobbins, Lt. F. C. Burd, Dr. Swan, J. Robinson, Lightfoot, P. Moss, W. Clarke, and J. W. Fulton.

THE Universal Gazette hears that there has been an anti-Christian and anti-foreign uprising at Shaoping-hsien in Kwangtung by the adherents of Shantung, a secret society. Over fifty houses belonging to the native Christian converts were either looted or destroyed. A girl belonging to one of the convert families was taken away by the mob.

THE Craigiepower v. Civil Service League match will be played on the latter Club's ground to-morrow at 2.15 p.m. The following will represent Craigiepower:—A. O. Brown (Capt.), J. D. Kinnaird, J. P. Jordan, J. Craik, E. S. Ford, R. Basa, R. Persson, J. L. A. Fose, J. L. Stuart, L. d'Almeida e Castro, and J. Alchigaki. Reserve: J. Toppin.

THE sixth attempt at burglary was made at the British Consulate at Chefoo on the 25th ult. The burglar was discovered by the watchman enjoying a whisky and soda and a cigar; and to cover his escape he upset a lamp, which set the room on fire, doing great damage to Mr. O'Brien-Butler's belongings and burning some of the wedding presents sent to Miss Weatherston and Captain Barnes.

PROGRAMME of music to be performed by the band of the 93rd Burma Infantry on the New Parade Ground, on Monday next, the 13th inst. from 5 to 6.30 p.m.:

March, "The Tragic".....Gondard.
Entr'acte, "Mimi".....Clarke.
Selection, "The Duchess of Dantzic".....Evan Cayll.
Cake-Walk, "Jolly Negroes".....Berger.
Selection, "The Cigale".....Monckton.
Valse, "Souffire d'Amour".....Lambert.
God save the King.

By kind permission of Col. Caulfield and Officers, the Band of the 110th Maharatta's Light Infantry will play the following selections at the Hongkong Hotel, to-morrow evening, Saturday, 11th inst.:

March, "Gatwick".....Wright.
Selection, "The Ordeal".....Monckton.
Song, "In the Twilight".....Wing.
Valse, "The French Maid".....Slaughter.
Selection, "Stars and Stripes".....Klay.
God save the King.

A VERY pleasant afternoon was spent by teams representing the combined ships, awaiting orders, in connection with South African cooies, and the Hongkong Police, Cricket Club, on the ground of the latter at Happy Valley, yesterday. The Police, winning the toss, elected to take the field, and disposed of their opponents for the small total of 34 runs. Doctors Fox and Blaney being responsible for 14 and 13, respectively. The low scoring may be attributed to the bowling of Edwards and Langley, who took four wickets for 22, and 6 for 12 runs, respectively, the latter taking 3 wickets with 3 successive balls. The Police batsmen were completely outclassed in return by the splendid bowling of Mr. Fulton, who took 6 of the Police wickets for 19 runs. The principal scores were, for the Police, Langley 10, Pitt 9; and for the ships, Fox 14, and Blaney 13.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD.

MEETING OF SHAREHOLDERS.

The eighteenth annual meeting of the shareholders in this Company was held at the City Hall this afternoon. The Hon. Mr. W. J. Gresson presided, and there were also present:—Hon. Sir Paul Chater, C.M.G., Messrs. A. Haupt, E. S. Wheeler, P. A. Siebs, A. J. Raymond, E. Goetz, A. G. Wood, Thompson, E. Shellim and H. Schubert, (Directors), F. Salinger, J. Orange, L. S. Lewis, T. Arnold, A. Forbes, and E. Osborne (Secretary).

The notice convening the meeting having been read, The Chairman said:— Gentlemen, the report and accounts have been in your hands for some days, and if it be your pleasure, we will accept them as read. Early in the year two disastrous fires occurred, one if not both originating from a highly volatile spirit, which had recently become a new importation into the Colony, and steps have been taken, at considerable expenditure, to further safeguard the Company's premises from this and other known sources of danger. The working profits you will observe have decreased by \$22,645, mainly attributable to the fires referred to, and not to the sanguinary conflict now being waged between Russia and Japan, for although the war has adversely affected our business at West Point this has been more than counterbalanced by increased profits at Kowloon. A recent valuation of the Company's buildings discloses the fact that the estimated cost of replacing them is considerably higher than the value at which they appear in the accounts, and seeing that rentals, wharves and outdoor property are not insured your directors recommend setting aside \$10,000 to form the nucleus of an insurance fund. As this fund appreciates it is proposed to underwrite a small part of our own business, meaning the buildings will be insured for their full value, and the sum standing at this account will represent insurance on rentals, and the property not at present covered. The exchange of land referred to in the report, whilst giving the public a fine approach to the new ferry pier, will at the same time remove what has hitherto been a considerable obstacle in our work, viz., the public traffic on the Praya, and although the Praya itself does not pass absolutely into the Company's possession, we retain the right of purchase at any time, meanwhile having the use of it for outdoor storage. Under an agreement made two years ago with the principal importers of Bombay yarn and which became operative from the 1st January last practically the whole of that important trade has been transferred to Kowloon, and the native yarn dealers who for 18 years have boycotted the Kowloon godowns now clear from them freely, and find them more convenient than the old Wanchai godowns, which have since been leased to the Naval Authorities. It is generally unwise to indulge in prophecy, but I think I may go so far as to say that there are indications of a more favourable year ahead, and with a cessation of war, the prospects of the future are distinctly hopeful.

Mr. Arnold: Is the \$30 premium on the new shares to be treated as capital? I see in the report it is put down as capital.

The Chairman: The premium on the new capital is to go to the Reserve.

There being no further questions, The Chairman moved the adoption of the report and accounts.

Mr. Forbes seconded, and the resolution was carried unanimously.

Mr. Lewis moved the re-election of the retiring directors, Messrs. Wood and Shellim.

Mr. Orange seconded, and the proposition was unanimously carried.

The retiring auditors, Messrs. W. Hutton Poits and A. R. Lowe were also re-elected on the motion of Mr. Arnold, seconded by Mr. Forbes.

This concluded the business, the Chairman announcing that dividend warrants could be had on application.

CRICKET LEAGUE.

Club.	Played.	Won.	Lost.	Drawn.	Points.
A. O. C.	15	10	3	2	32
Craigiepower	14	9	4	1	23
Kowloon	13	9	4	0	27
R. E. C. C.	15	6	5	4	22
H. K. Police	13	5	3	5	20
H. K. C. C.	11	5	2	4	19
R. G. A. 83rd Co.	15	5	8	2	17
Civil Service	15	4	9	2	14
R. A. M. C.	13	3	1	0	9
Parsees	8	0	8	0	0

CITY HALL.

At the annual meeting of shareholders in, and subscribes to, the City Hall, held in the hall yesterday afternoon, there were present:—Hon. Mr. W. J. Gresson (Chairman), Mr. F. B. L. Bowley (Secretary), and Messrs. H. E. Pollock, K.C., N. A. Siebs, W. B. Layton and H. Mody.

The Chairman, in moving the adoption of the annual report and statement of accounts, already published, said:—Gentlemen,—As you have no doubt carefully studied the report and accounts, I propose with your permission to take them as read. During the year a sum of \$8,675 has been expended on the property, in addition to \$1,530.33 on ordinary general repairs, and our architects report that the condition of the building is satisfactory. The fire service, under the supervision of the fire brigade, has been brought up to date. The accounts must, I think, be considered satisfactory, showing as they do, a credit balance of \$2,210.82 after payment of the expenditure on the roof and theatre. About 16,000 persons visited the library during the twelve months, as against 23,000 for the eighteen months covered by the last report, which proves that the public continue to appreciate this part of the institution. On behalf of the members of the committee, I desire to express their appreciation of the active interest taken in the institution by our Secretary, Mr. Bowley.

Mr. Mody seconded and the motion was carried.

This concluded the business.

FATALITY IN THE NAVAL DOCKYARD.

This afternoon before Mr. Gompertz, sitting as Coroner at the Magistracy, an inquiry was held into the circumstances resulting in the death of Chiu Fuk, a coolie employed on the Naval Yard Extension works, which occurred on the 1st inst. The following jury was empanelled:—A. S. Gubbay (Foreman), J. C. Gray, and Malcolm Grice. Evidence was led to the effect that the deceased was ordered by a signman to assist in carrying a "Wells Light" from one part of the dock to another, so as to give more light to a gang of coolies who were cutting earth at the bottom of the dock. Mr. Albert Blyth, who was in charge of the work at the time, said that the signman ought not to have given such an order without permission, and this he did not ask for. Deceased asked another coolie to carry the light on a bamboo pole, while a third coolie held it to keep it steadily. While proceeding along the Bogy Bay, measuring 2 ft. 6 ins., the deceased who was carrying the end of the pole at the rear slipped and fell a distance of 4 ft. 6 ins. The lamp fell after him, and in falling the air gauge was broken. This caused the kerosene oil to catch fire and fall upon deceased who, in attempting to escape, rolled over and fell down the slope into the dock, a distance of 21 feet. He was picked up and removed to the Government Civil Hospital, where he succumbed to his injuries on the 1st inst. The lamp weighs over a hundred-weight and holds about four gallons of kerosene oil. A pipe three feet in length projects upwards from the top of it, and on the top of this a heavy burner is fixed, which has the effect of making the lamp top heavy, when being carried.—The other coolies who were conveying the lamp corroborated the above and added that the lamp fell to the bottom while in flames, some of them were carried down, but with the exception of one who was slightly burned were not hurt.—Dr. Laing said that deceased was admitted to the Government Civil Hospital suffering from burns, and died on the 1st inst. from the effects. Deceased was in excruciating pain when witness saw him, and he could not say if he was conscious, between the time of admission to the hospital to the time of his death.—The foreman of the jury cutting coolies at the Naval Extension Dock also corroborated and added that the occasion in question was the third time he had helped to carry the lamp, and he had once seen another set of coolies carrying it. There are two special men to look after the moving of this lamp. Witness called those men, when the lamp was ordered to be moved, because it was their duty to fix up all the arrangements for carrying the lamp. Those men always put the light out before it is carried. On this occasion witness could not find these men.

After further corroborative evidence, Albert Blyth, foreman at the Naval Extension Works, said it was usual to put out the light before it was moved, and it ought always to be put out for safety. Witness attributed the accident to carelessness on the coolies' part in not reporting to him that the lamp was going to be moved. It was always removed under his supervision.

The jury, after a short deliberation, returned a verdict of death by misadventure, with negligence on the part of the signman in not conforming with the rule prevailing in the Naval dockyard regarding the removal of these lamps.

THE DISPUTED BISCUIT CONTRACT.

At the Civil Summary Court this afternoon before the Puisne Judge (Mr. T. Scrimgeour Smith) the hearing of the action brought by the Hip Loong firm of wholesale bakers against the proprietors of the Café Weissmann to recover \$648 being the value of 10,800 pounds of biscuits was continued. Further evidence on behalf of the plaintiffs was called, all similar to that already given. The case for the plaintiff had not concluded when the Court adjourned.

BRITISH NORTH BORNEO.

COAL AND MANGANESE DISCOVERIES.

Prospecting for coal has been very successful in Kudat. A Chinaman named Hong Swa Wait made a great discovery about two weeks ago somewhere in the deep forests at Talaga side. He states that coal is to be found there in great abundance, and also the coal he succeeded in digging out is comprised of big pieces weighing from fifteen to twenty cwt. Another man writing to Mr. Robertson of the Mining Syndicate says that he has discovered some great manganese deposits in the vicinity of Mount Kio-balu. He affirms that the hilly district contains sufficient manganese to supply the world. Mr. Walker, the assistant of Mr. Robertson, has been sent with some coolies to that place. The fact is at present these coal and manganese deposits are awaiting the enterprise of the capitalist and the arrival of the coolie labour.—*Perak Pioneer.*

THE China Review mentions that Mr. W. Quincey, of the Tientsin City Police, is the possessor of a very interesting book of extracts from writings by General Gordon. One of them, "An Essay on the Military Strength of China and its Development" was written by Gordon on board the steamship Ichang when going from Hongkong to Canton in August 1880. One of the original manuscripts was presented to Li Hung-chang.

SHIPPING AND MAILS.

MAILS DUE.

Indian (Sutrag) 14th inst.
German (Princess Alice) 14th inst.
Canadian (Empress of China) 15th inst.
American (Korea) 16th inst.
German (Prinz Heinrich) 16th inst.
Indian (Kumant) 22nd inst.
Canadian (Tarlar) 29th inst.

TELEGRAMS.

THE WAR.

LATEST NEWS OF THE FIGHTING AROUND MUKDEN.

Mr. M. Noma, Consul for Japan, kindly forwards us the following telegrams:—Tokio, 10th March, 2.5 p.m.

The enemy, occupying strong positions in the direction of Hingking, near Hita, had, for several days, been offering an obstinate resistance, but they were eventually dislodged on the morning of the 9th inst., and our detachment is now pursuing them.

Another of our detachments, in the direction of Machuntan, also continue their advance towards Fushun, and are constantly pressing the enemy.

In districts south and east of Mukden, in the direction of the Shaho, the enemy are making a stand on strong positions, along the left bank of the Hunho, and we are now attacking.

In districts west and north of Mukden the enemy are desperately resisting, and a fierce attack is now proceeding. On the 9th inst., a dust storm was raging and observation was seriously hampered.

OPERATIONS NEAR MUKDEN.

Tokio, March 9th, 5.8 p.m.

In the direction of Hingking our detachment, having dislodged the enemy at Machuntan district, continues a pursuit. In the direction of Shaho, in the region east of the railway, the enemy having shown signs of wavering, we commenced a general attack at midnight on the 7th inst., and dislodging the enemy from the positions are now pressing him to the basin of Hanho. The whole district, from the west of the railway to the left of Hanho, has already fallen into our hands.

On the right bank of Hanho the enemy, near Yangshihun and Ikuapano, continues an obstinate resistance and his repeated counter-attacks were repulsed with great loss; we are gradually pressing towards Mukden.

In the district north of Mukden we met a stubborn resistance, but have already captured Hsiaoichitun, five miles north-west of Mukden, Pachiatzu, one mile north-east of Hsiaoichitun, and Santaitzu.

We destroyed the railway to the north of Mukden. Since the 7th inst. the enemy frequently fired vigorously on our dead and wounded on stretchers and carts in the field west of Ningkuantun.

SHIPPING JATSAM.

The captain of the steamer Gaea, upon arriving from Bangkok this morning, reported having rescued a Chinese crew from a junk which had lost both rudder and mast. They were taken before the Registrar General and arrangements made for sending them back to their homes.

FOR THE DOCKS.

The U. S. gunboat General Alava has returned to Manila from a two weeks' cruise to the southern waters and in a few days will be coming to Hongkong for docking. Incidentally, a number of officers and others will make the trip here. Among the passengers will be the families of Rear-Admiral Stirling and commander Milton, and Mrs. Williams, wife of the commander of the torpedo boat, and Mrs. Varnell, wife of the commander of the Rain-bridge. It is understood that the General Alava will remain here about ten days or two weeks.

THE C. N. S. "SHUNTEN."

The new steamer Shuntien, Captain Dewar, belonging to the China Navigation Company, which is making her maiden trip to Tientsin this morning, says the N. C. D. News, of 4th inst., promises to be as great a favourite with passengers as Captain Dewar's former command, the Shengking. She is a single screw vessel of 1,758 tons gross, and 1,081 tons net, capable of steaming 13 knots when pushed, her average speed on the voyage out having been something over 11 knots. Her staterooms are arranged on the upper deck, like the Shengking's, each having two berths, at right angles to each other, and a toilet, which can be used as a berth if necessary. Each stateroom has electric lights and an electric fan. The saloon is aft of the staterooms, on the upper deck, and is large and well lighted; under it, at the foot of the saloon companion, being the smoking-room which also has a couple of staterooms leading out of it. The accommodation is planned for 24 first-class passengers, and there is plentiful provision for Chinese passengers, first and second-class, on the main deck. A feature of the steamer is the ample room for promenading on the upper and hurricane decks. The Shuntien is heated throughout by steam, and is in every way a fine example of the modern coasting steamer. She was built for the China Navigation Co. by Messrs. Scott & Co., of Greenock. She left the Clyde on the 24th of December last, and arrived at Hongkong on the 2nd, and Shanghai the 8th of February.

THERE was nobody to welcome General Stoesel at St. Petersburg, except a small number of military officers who received him at the railway station. A later wire to the N. C. D. News says that the General has been received in audience by, and has lunched with, the Tsar.

TELEGRAM.

[Reuter's.]

Fighting near Mukden.

THE RUSSIAN VERSION.

LONDON, 8th March.

General Kuropatkin, in a despatch dated the 6th instant, says that the Russians to the west of Mukden continue the offensive. Ten attacks of the Japanese were repulsed yesterday, and their assaults on the centre and extreme left were also repulsed. Two thousand Japanese dead were counted at Kaotung from where the enemy has withdrawn southwards.

Fall of the City Imminent.

Reuter's correspondent with General Kuroki's army reports that the Russians, profiting by darkness, have evacuated all their positions along the Shaho, and after firing huge quantities of supplies are now in full retreat with the Japanese pressing hard. The fall of Mukden is imminent.

Later.

France and Russia.

The Times says that the French financiers have intimated to Russia that the new loan must not exceed twenty millions sterling instead of thirty-two millions as required, and furthermore that this will be the last loan raisable in Paris for some years.

[Shanghai Times.]

A Decisive Battle of the World.

London, 3rd March.

Reports from Vienna are to the effect that military strategists on the Continent generally believe that the battle now raging at the Shaho and Hunho as well as in the north-east of Mukden will be the most decisive battle of the last fifty years. They believe the Russians are entrenched with superior numbers, but as these are mostly untired troops, they doubt their stability to face a continually victorious army, strengthened by General Bogis's forces, flushed with the success of Port Arthur. The vigour of the Japanese counter-balances the superior numbers of the Russians. Should the Russians be defeated, the engagement must be followed by a prolonged armistice.

Russian Doubts.

London, 3rd March.

The latest reports to reach St. Petersburg from Manchuria have caused a great panic in government quarters. "In some military circles it has been suggested that the Army under General Kuropatkin should be withdrawn to the Harbin-Vladivostok military line, which would enable it to maintain a passive attitude until the internal troubles of Russia were sufficiently abated to permit of reinforcements being pushed to the front."

FRANCE'S ACTIVITY IN CHINA.

DEMAND FOR A NEW FRENCH SETTLEMENT.

An Asahi telegram from Peking states that the French Representative there is very active just now. He is pressing for the establishment of a special settlement at Nanning, and the Chinese Government has virtually promised to take this step so soon as the Kwangsi disturbances shall have been quelled. He is also asking for permission to establish a line of steamers between Shanghai and Shouking, to which proposal the people and the officials of Kwangsi are said to be strongly opposed, but the Waiwup, impressed by the vehemence of M. Dubail, has engaged itself to find some method of granting his application. Finally His Excellency is urging that, even though French capital be not employed for the construction of the Hankow-Swallow railway, French experts shall be engaged for the work.

MASONIC QUADRILLE CLUB.

The fifth dance this season, given by the Masonic Quadrille Club, took place at the Masonic Hall last night the followers of Terpsichore commencing at 9 p.m. and keeping the ball rolling until the early hours of this morning. The dance must be pronounced a most unqualified success, and quite the best and largest attended of the series, quite a number of old members, missed at the previous dances, making their appearance again on the floor. A very excellent programme had been arranged, and included the extremely pretty valietta, the latest fashionable dance. When the dance was at its height there were about 150 couples present, and the masters of ceremonies, Messrs J. Sibbett and N. McLeod, were indefatigable and ubiquitous in looking after the comfort of and securing partners for their guests. Mr. H. Wolfe, president of the Club, had a genial smile and merry word of welcome for all. The hon. secretary, W. Higby, and committee, as well as Mr. J. Vanstone, may all be heartily congratulated on the success of their efforts, and the excellent condition of the floor, while Messrs. Morgan and Engleton earned the gratitude of the trippers of the light fantastic by ushering them in, at midnight, to a dainty and well-served supper, at which they acted as stewards. A word of praise is also due to Ferg. Jenkins, R.E., and Corporal Roberts, R.E., for so ably presiding over the musical arrangements throughout the entire evening. It has not yet been decided when, if at all, the next dance of this series will take place, but in this connection we are informed that the smoking concert arranged by the Club for the 17th inst. has been postponed to the 21st inst.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—
On the 10th at 11.55 a.m. The barometer has risen over Japan, and fallen in China.
The highest pressure is lying between the E. coast of China and W. Japan.
Gradients are decreasing in the South, and the monsoon will moderate in the Formosa Channel and N. part of the China Sea.
Forecast:—N. to moderate, E. winds; cloudy, misty.

HONGKONG OF LONG AGO.

ENTERTAINING LECTURE.

Members of the Union Church Literary Society enjoyed a rare treat last evening when the Rev. T. W. Pearce told them, in his entertaining way, the story of old Hongkong and the many changes that have been wrought since the days of British occupation. His audience unfortunately was not large, but those present, among whom were noticed the Rev. C. H. Mrs. and Miss Hickling, Mrs. Pearce, Dr. J. C. Thompson, Dr. F. W. Clark, Mr. H. Hursthouse and Mr. J. Dyer Ball, thoroughly enjoyed listening to his most interesting remarks. Mr. W. G. Humphreys proved a capital Chairman and, in a few humorous observations appertaining to the subject of the lecture, introduced the Rev. Pearce who, at the outset, acknowledged that he did not what was called historic perspective, and very little historic imagination, and even questioned if he had the faculty of historic selection. It was one thing, he observed, to articulate together the dry bones of analysis into the form of a skeleton, and it was quite another thing to make those dry bones live and move before their Literary Society. That evening, however, he would endeavour to throw a little light that was clear, kindly and gentle upon four questions relating to our Colony. In the first place, he would deal with the name of Hongkong; secondly, with the original settlers or earliest inhabitants; thirdly, with the circumstances of how and when Hongkong became British; and, lastly with the condition of the Colony in the earliest years of British occupancy. "Hongkong" was not, he said, the translation of two Chinese words meaning "fragrant streams," neither was the original Hongkong the village; it was the port as distinguished from the village of berdeen, known as the fragrant, or pleasant, port. Those of them who had visited the place, must certainly have observed a very ancient and fish-like smell (laughter), and that did not seem to suggest fragrance. His view was that the name of our Colony, as derived from the port of Hongkong, was never connected with the place as a pleasant or fragrant spot, but that in all probability a man lived there whose name or surname was fragrance or pleasant, and who held property in that vicinity, with the result that the port was called the port of Mr. Pleasant or Mr. Fragrance. And how did that name come to be applied to this island? asked the rev. gentleman. Thereby hangs a tale. Before the Colony passed into British occupation it was certain that European vessels used to go to Aberdeen in order to replenish their empty water casks at the mountain stream that runs into the sea by the Paper Mills. They heard the port called Hongkong and at once applied the name to the whole of the island. Shakespeare had said that "a rose by any name" etc., but to the Chinese scholar, Hongkong, called "fragrant streams," certainly does not sound as sweet. In fact, it stinks in his nostrils and is not fragrant at all. He has it that the name "Hongkong" is really derived from the port and not the village, for certain it is that the Chinese named parts of the island. The southern port they called Iongkong and the northern side of the Colony, to us the far more important side, they called

"PETTICOT STRING" ROAD.

In fact, they still call it such, and to them the port of Aberdeen is known as Hongkong. Viewed from the mainland the earlier inhabitants saw the white track around the hillside that was worn by the feet of the toilers of the sea and to them it suggested a petticoat string. Before British occupation there was Petticoat String village at East Point. But things had changed. Look on this picture and on that. Where Des Vaux Road is, with its magnificent structures, the Alexandra Buildings and Prince's Buildings, where the tramline now runs, where your prays extensions are being filled in, there the toilers of the sea dragged their heavily laden junks along Petticoat String Road, and that road is, in parts, the ground now covered by the Queen's Road. "When I look at the buildings there and see what new Hongkong has become I seem to get great promise for the future, not of Hongkong only, but of our civilisation on the opposite mainland." Turning to the original inhabitants of our island, the speaker said he was inclined to go back to the end of the 12th century, for there was evidence that, at that time, the mountains of the Colony were covered with forests the same as those used to be across the harbour, and the first use of the tall peak running up from the present city was as a pirates look-out station. The most excited man in the Colony to-day, if he might be allowed a joke, was the man at the flagstaff (laughter). Long before that benefactor fired his gun and raised his flag to inform us that letters from home were being brought into the harbour, the high slopes of the island were used as a look-out station by pirates, and about a hundred years ago a famous pirate had his regular station very near to where the present signalling is now done. It would therefore be seen that the man at the station on the Peak to-day has his predecessors (laughter). Coming down from some five or six hundred years ago to a period of between 250 and 300 years back the lecturer spoke of the various classes of Chinese that originally came to the Island.

EARLY DAYS OF AFFORESTATION!

First came the Punti people from the heart of the great Tung Kun District, which in those days, before the province of Sun On was cut off, was the Yorkshire of China. Hongkong formed a part of Sun On District when it was taken over by the British. These Punti people denuded the hill-side of its trees, clearing the ground for cultivation. After the Punti came the Hakka people, from the north-east of the province. Whereas the Punti had cut down the wood, the Hakkas even cut down the grass. There were then two groups of villages in the Colony. The Punti speaking villages, including Wong-nei-chong, Tang-lung-chau, Pok-fu-lam, Chik-chau (Stanley)

in former days the capital of the island) and Shek-o. Two Hakka villages were Tung-lo-wan and Tai-tan-tuk. Thirdly, the Hoklo people came from the region of Swatow. These people formed no villages of their own, but settled in existing villages such as Shau-ki-wan, Cheung Chow (Lung Island, to the right of Macao), and Yaumati and Hunghom on the mainland. These Hoklos were terrible fellows for piracy and smuggling, and a great deal of trouble arose through their mixture with the other people. It was only right to say, however, that these Hoklo people were the nucleus of the Chinese who had done so much under the European occupation. The lecturer questioned if there was ever a spot on earth where enterprise had done so much. If the British founded colonies in the eastern seas, the Chinese developed them, and these Hoklo people were the nucleus of those who did the developing. British enterprise and capital, but Chinese labour had made the Colony what it is. "Why and how this Colony became British?" The Rev. Pearce answered this by quoting from a work by his old friend, Dr. Etzel, who said it was the offspring of a marriage alliance concluded at Canton in 1643 between the East India Company on the one part and the Chinese Government on the other. It was an ill-assorted marriage, one party having free-trade notions and ideas of international equality, and the other having enunciated ideas of monopoly and pressing claims of political superiority over the Universe. Divorce was bound to come and this was pronounced at Canton by Commissioner Liu; and Captain Elliot secured Hongkong for the British. The Chinese had been dominated by a system of monopoly. For countless centuries the son had copied the father, and the daughter the mother. The British, on the other hand, had escaped the limitations which had been determined beforehand. It was the high destiny of Hongkong to aid in the inevitable work of diffusing the existing culture of all nations to every part of the earth.

EARLY DAYS OF OUR OCCUPATION.

The aspect of old Hongkong during the first three years of British occupation have been described by both Mr. Tarrant and Dr. Legge, and it was in company with these two gentlemen that the lecturer took his audience on an imaginary tour from West to East. To sum up, in those days the city appears to have been one long street, imperfectly lined with houses and a few scattered residences on the hillside. "I will ask you," said the reverend gentleman, "where else in the world will you find in so limited an area such enterprise, such commercial activity, such triumph of western pluck and energy as here in Hongkong." (Applause). I have very great sympathy with the gentleman who observed that he could imagine the figure of Britannia standing on the hilltop and looking down, with friendly pride on the "Great Babylon" which her sons had built. It was, indeed, a grand work, and, in conclusion, he proceeded to speak of some of the men who had done so much to make Hongkong what it is to-day. He mentioned the names of Capt. Elliott, Sir Henry Pottinger, Sir John Davies, Sir S. G. Bowen and Sir John Bowring and said that the later endeavours to render Hongkong thoroughly salubrious were not unworthy of the successful achievements of the past.

A vote of thanks to the lecturer brought the proceedings to a termination.

THE DALLAS-BANDMANN OPERA COMPANY.

"THE CINGALEE."

For the third change of programme, the Dallas Company staged "The Cingalee" at the Theatre last night, and it found approval at the hands of a large audience. The piece, though tuneful and melodious, and containing many very humorous situations, does not compare in light or brightness with either "A Country Girl" or "The Orchid," though it is extremely well acted and, as usual, faultlessly staged. Like all the latter-day musical comedies it possesses the merest thread of a story, and relies for its interest on the many songs and dances introduced. Mr. Dallas has an admirable part, one exactly suited to him, that of Chumbuddy Ram, an up-country lawyer, who has been to England and acquired some of the habits of the country. He was as droll as it is possible to imagine, and at times reminded one forcibly of the late Dan Leno. Mons. Andre Faya, as Harry Vereker, has one or two capital songs which he sings with characteristic force. "Sweet Ceylon" is a particularly charming ballad and he rendered it in the most artistic and finished manner. Mr. C. F. Cooke was admirably made up as the jealous Roodhamba and sang well, whilst Mr. Frank Cochrane as the insatiable judge created considerable merriment. The small part of Myan-gah was in the capable hands of Mr. Jamie Dallas who introduced a startling Devil Dance in Act II. Miss Queenie Strachan looked charming and dainty as Nanoya, the tea girl sweetheart of the plantation owner, Vereker, and played and sang throughout gracefully and sweetly. Her singing of "The Cinnamon Tree" called forth the heartiest plaudits of her auditors, and she was obliged to respond to the recall. Miss Del Luscombe, as Lady Patricia Vane, has several charming songs, whilst Miss Dolly Varden was quite at home as Peggy Sabine, the finishing schoolmistress, and her dancing was very neat. Other minor parts were all well sustained, and mention should not be forgotten of the solo dance by Miss Jessie Williams. She received a vociferous encore, and was likewise presented with a handsome basket of flowers.

"The Cingalee" will be repeated to-night and to-morrow night when H. E. the Governor (Sir Matthew Nathan, R.E., K.C.M.G.) and suite will be present. The fourth change of programme on Monday and two following nights will be "Three Little Maids," the Apollo Theatre success.

TO TORPEDO S.S. "CARLISTE."

ALLEGED JAPANESE ATTACK.

Manila papers to hand contain lengthy accounts of four attempts alleged to have been made by Japanese fishing boats to blow up the British steamer *Carlisle*, described as "the blockade runner which was towed into Manila from Tobacco a few days ago by the *Antonio Mueland*, loaded to her flimsiest marks with dynamite and gun cotton." It is stated that early in the evening of the 3rd inst. a large Japanese fishing boat headed out of the bay and was making a course for the north channel. When abreast of the s.s. *Carlisle*, about 200 yards off, she dropped her sail and altered her helm and headed for the steamer. The Customs' Inspector told her to sheer off, but the fishing boat made no reply and her peculiar actions frightened the crew of the steamship who now realized that their visitor was a Japanese and evidently approaching with intent to blow them up. The fishing boat went along without any hesitation, and the inspector fired several shots from his revolver. The boat changed her course again and crossed the bows of the *Carlisle*, and with a derisive laugh melted away in the dusk.

A boat was lowered from the *Carlisle* and gave chase, but the Japanese boat escaped. Later on another Japanese boat loomed up out of the darkness and hove to so close under the stern of the *Carlisle* that she collided and the man on watch reached out and seized the mast of the daring boat. The Customs' officer fired several shots down into the craft and the second male also emptied his revolver into the boat but she did not leave until a second volley was fired. The *Carlisle* sent up a rocket of distress and the Customs' night launch answered the call and gave chase to the fishing craft, but she also escaped in the darkness. The Customs' launch returned to the *Carlisle* and made an examination but nothing could be found attached to the ship.

At midnight.

ANOTHER ATTEMPT

was made by the persistent Japanese to send the *Carlisle* to her doom in Manila Bay, but upon being sighted by the now thoroughly frightened crew, and yelled at by about a dozen sailors to keep off, she decided that was better not to make the attempt.

Three failures did not discourage the men who were determined to prevent the Russians getting the cargo of the *Carlisle*, for at two o'clock the next morning a fourth fisherman rowed up very quietly alongside and was close to the vessel several minutes before discovered.

The first two boats which were plainly seen under the rail of the *Carlisle* are reported to have had an object in the bows which is supposed to have been an infernal machine or mine, and everybody concerned agrees that the *Carlisle* had a very narrow escape from destruction. The ship is loaded forward with

GUN COTTON AND DYNAMITE

and ammunition for heavy artillery and, an explosion under the ship would have resulted in appalling disaster, probably doing damage to other vessels, although the *Carlisle* is a considerable distance from other ships in the bay. Upon receiving the report of the affair Mr. F. S. Cairns, the insular surveyor, went to the *Carlisle* to investigate the case, and returning to the custom house noticed two Japanese fishing boats lying about a cable length off the *Carlisle*, with sails up, but they were not under headway nor were they fishing. These boats were boarded and on each of them there was a Japanese who was dressed as a fisherman, but they were both very intelligent in appearance—in fact, a type of Japanese common to the higher classes in Japan. They refused to understand English, but it is certain that their occupation is not always in a fishing smack. They were warned not to commit any acts of violence against any vessels in the bay. Several days ago three very intelligent Japanese came from Hongkong as stowage passengers, and needed an interpreter to pass the immigration officials, but several days ago they were seen to enter in the vicinity of a native show and talked English very intelligently and were dressed as gentlemen, says the local paper.

When seen in regard to the affair of the *Carlisle*, the collector of customs, W. Morgan Shuster, said: "The *Carlisle* is in this port as a British merchant vessel, and is under the protection of the United States the same as any other merchant ship which might come in here as a port of call or distress. The fact that she is chartered by the Russian government does not alter her position at all: she is flying the British flag, is commanded by a British master, and her cargo or destination or business is no affair of the government so long as she complies with the regulations of the port. The government is responsible for the safety of foreign ships in port, and as the *Carlisle* is not armed as a war vessel, has no greater crew than the regular run of merchant ships and does not violate any neutrality rules while in port, the authorities will make every effort to see that she is not destroyed in this port."

Later in the day a number of customs inspectors armed with repeating shot guns loaded with buckshot and revolvers were sent on board with orders to fire on all suspicious craft approaching the steamer.

A later issue of the papers says there is trouble in the ranks of the Japanese fishermen in Manila, for every one of them is under surveillance by the secret service of the customs house, which has already arrested three men in connection with the supposed attempts to blow up the steamship *Carlisle*. The Japanese consul, Mr. Goro Narita, is rendering every assistance in his power to ferret out the men who were guilty and there is little doubt but that they will be discovered and made to give an explanation of their actions. In the meantime every precaution in the way of arms is being taken to protect the vessel from further danger. No credence is given to the rumour that the Japanese government was responsible for the attacks, for there are other and more simple means at their disposal.

GOLD BEATER'S SHOP AFIRE.

After a lull of three weeks, the fire-fiend got busy this morning shortly before half-past three o'clock. An alarm was turned in at the Central Station, and the Fire Brigade, under Chief Inspector Baker turned out with promptness and made all haste to the scene, which was found to be at the back of No. 13 Bonham Strand, East, occupied by a gold-beater, with a family dwelling-house above. Dense volumes of smoke were rolling out at the rear of the premises, while there was but little flame observable. Penetrating this dense smoke the firemen found themselves in a sort of smelting room, with kilns and furnaces, and large quantities of charcoal, and it was the latter that had become ignited and was burning rapidly, though there was nothing to show the cause of its ignition. The firemen immediately got to work with their hoses, and soon had streams of water pouring on the pile, thus preventing the flames spreading to the adjacent houses which also contained inflammable material. In less than an hour the conflagration was entirely under control. In the absence of the master of the establishment, the actual amount of the damage done could not be ascertained, but it is not thought to extend beyond the loss of the charcoal, and the charred walls, floor, and beams. The place was insured for \$6,000. With such inflammable material to deal with the Fire Brigade deserve the greatest credit for confining the outbreak to the one area, and quickly subduing it in the face of the suffocating smoke.

COMMERCIAL.

Quotations for the week close as follows:—

Hongkong Banks	... \$740 677.10/-
National Banks	... 36 b.
Union Insurances	... (95) sa. & s.
China Traders	... 52 1/2 sa.
Canton Insurances	... 280 b.
Hongkong Fires	... 320 ex div.
China Fires	... 86 " sa. & s.
H. C. & M. Steamboats	... 26 1/2 s.
Indo-Chinas	... 122
China and Manilas	... 21 sa. & s.
Douglases	... 34 sa.
China Sugars	... 226 b.
Luzons	... 25 b.
H.K. & Whampoa Docks	... 207 s.
Hongkong Wharfs	... 102 ex div. b.
Farnhams	... 142
Hongkong Wharfs	... 147 1/2 sa.
Hongkong Lands	... 127 1/2 s.
Hongkong Estates	... 141 b.
Humphreys Estates	... 11
Hongkong Cottons	... 14 1/2 b.
Green Island Cement	... 29 b.
Electrics	... 11 1/2 b.

FARNHAM BOYDS.

The M. C. D. News understands that circulars have been sent to the shareholders in Messrs. Farnham, Boyd and Co., Ltd., stating that the proposed sale of the company in London has not been concluded, and that Messrs. Twentyman and Prentice are returning to Shanghai at once. There is a later report that negotiations have been re-opened in London.

To-day's Advertisements.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

THE TWENTY-SECOND ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company, will be held at the Company's Office, St. George's Building, No. 6, Cornhill Road, Victoria, on THURSDAY, the 23rd March, 1905, at 11 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from 11 P.M. on the 22nd March, to SATURDAY, the 25th March, both days inclusive.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 10th March, 1905. [319]

THEATRE ROYAL, CITY HALL.

THE EVENT OF THE SEASON.

THE DALLAS-BANDMANN OPERA CO.

CONSISTING OF

35 ARTISTES 35

TO-NIGHT!

(FRIDAY), 10th March,

"THE CINGALEE."

TO-MORROW,

(SATURDAY), 11th March,

"THE CINGALEE."

MONDAY, 13th March,

"THREE LITTLE MAIDS."

From the Apollo Theatre, London.

TUESDAY AND WEDNESDAY,

14th and 15th March,

"THREE LITTLE MAIDS."

Doors open 8.30 P.M.

Commence 9.00 P.M.

PRICES AS USUAL.

Plan at Messrs. ROBINSON PIANO CO., Ltd.

Late Tram 15 minutes after the Performance.

F. C. GARTON,

Business Manager.

Hongkong, 10th March, 1905. [301]

Today's Advertisements.

HONGKONG HOTEL.

—MENU—

SATURDAY, MARCH 11TH, 1905.

DINNER.

HORS D'OEUVRES.

Caviare in Eggs.

SOUP.

Potage Creme de Asperges.

FISH.

Smoked Fish and Parsley Sauce.

ENTREES.

Chicken a la Stanley.

Grilled Veal Steak and Green Peas.

Princess Rissoles.

CURRY.

Brazilian.

JOINTS, &c.

Roast Sirloin of Beef.

Roast Pheasant and Bread Sauce.

Boiled Leg of Mutton and Turnips.

COLD ENTREES.

Cold Corned Pork and Italian Salad.

SWEETS.

Vermicelli Pudding.

Nesselrode Ice Cream and Finger Cakes.

Apple Tart. Tip-sy Cake.

DESSERT.

Coffee. Fruits. [318]

PUBLIC AUCTION.

THE Undersigned have received instructions

to Sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

MONDAY,

the 13th March, 1905, at 11 A.M., at their

Sales Rooms, No. 8, Des Vaux Road,

corner of Ice House Street,

A GREAT ASSORTMENT OF

ENAMELLED WARE GOODS.

TERMS—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 10th March, 1905. [350]

PUBLIC AUCTION.

THE Undersigned have received instructions

to Sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

TUESDAY AND WEDNESDAY,

the 14th and 15th March, 1905, commencing at

2 P.M. each day, at their

Sales Rooms, No. 8, Des Vaux Road,

corner of Ice House Street,

A VERY FINE COLLECTION OF

JAPANESE CURIOS,

Comprising—

SATSUMA CLOISONNE VASES, WALL

PLATES AND INCENSE BURNERS, SILK

EMBROIDERIES, WALL HANGINGS,

SILK EMBROIDERED SCREENS,

SILVER CLOISONNE WARE, &c., &c., &c.

Catalogues will be issued.

TERMS—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 10th March, 1905. [351]

PUBLIC AUCTION.

THE Undersigned have received instructions

to Sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

THURSDAY,

the 16th March, 1905, at 11 A.M., at their

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.
JOINT SERVICES.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"ALCINOUS"	15th March.
GLASGOW and LIVERPOOL	"OANFA"	21st March.
GLASGOW and LIVERPOOL	"KALSOV"	28th March.
GLASGOW and LIVERPOOL	"AGAMEMNON"	1st April.
GLASGOW and LIVERPOOL	"JASON"	8th April.
GLASGOW and LIVERPOOL	"DARDANUS"	15th April.
GLASGOW and LIVERPOOL	"CHINGWO"	17th April.
GLASGOW and LIVERPOOL	"TELEMACHUS"	21st April.
GLASGOW and LIVERPOOL	"DIODE"	25th April.
GLASGOW and LIVERPOOL	"CALCHAS"	29th April.

S.S. "ALCINOUS" left Singapore at daylight on the 9th inst. and is expected to arrive here on the 15th.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"STENTOR"	14th March.
* GENOA, MARSEILLES & L'POOL	"PATROCLUS"	15th March.
AMSTERDAM, LONDON & ANTWERP	"ACHILLES"	18th March.
AMSTERDAM, LONDON & ANTWERP	"MACHAON"	11th April.
* GENOA, MARSEILLES & L'POOL	"ALCINUS"	20th April.
AMSTERDAM, LONDON & ANTWERP	"AGAMEMNON"	25th April.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"OANFA"	24th March.
all PACIFIC COAST PORTS, via		
NAGASAKI, KOBE and YOKOHAMA	"TELEMACHUS"	20th April.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th March, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	14th March.
PORT DARWIN, THURSDAY ISLAND, COCKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	14th "
AMOY, MANILA, CEBU and ILOILO	"KAIFONG"	15th "
KOBE	"OHIN-TU"	21st "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th March, 1905.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
ZAFIRO	2540	R. Rodger	MANILA	SAURDAY, 18th March at 10 A.M.
RUBI	2540	A. H. Notley		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 10th March, 1905.

AMERICAN ASIATIC STEAMSHIP
COMPANY.FOR NEW YORK via SUEZ CANAL
(With Liberty to Call at Malabar Coast).
PROPOSED SAILINGS.

Steamship	Tons	Captain	For	Sailing Date
"NICOMEDIA"	4,370	Wagner	MANILA	March 31st, 1905.
"NUMANTIA"	4,370	Brehmer		April 30th, "
"ARABIA"	4,483	Bahle		May 11th, "
"ARAGONIA"	5,198	Schuldt		

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 10th February, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,
FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH
THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NICOMEDIA"	4,370	Wagner	March 31st, 1905.
"NUMANTIA"	4,370	Brehmer	April 30th, "
"ARABIA"	4,483	Bahle	May 11th, "
"ARAGONIA"	5,198	Schuldt	

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

TSIN TING.

LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.
Hongkong, 10th July, 1904

THE AMERICAN SYSTEM

OF
DENTISTRY.

M. H. CHAUN, D.D.S.,

37, DES VOUEX ROAD CENTRAL, HONGKONG,
From the University of Pennsylvania, U.S.A.
Hongkong, 4th June, 1904

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.AUSTRALIAN LINE.
REDUCTION IN PASSAGE RATES.
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light. First Class Accommodation. Un-
rivalled Table. Daily qualified Surgeon carried.BUTTERFIELD & SWIRE,
Agents.
Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain
"KWONG CHOW" 1,309 J. P. MARTIN.
"KWONG TUNG" 1,238 H. W. WALKER.
Leave Hongkong for Canton at 9 every
evening (Saturday excepted).
Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).
These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.Passage Fare—Single Journey ...\$4
Meals ...\$1 each.
The Company's Wharf is a short distance
West of the Harbour Master's Office.SHIU ON S.S. CO., LD.,
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

HONGKONG-MACAO LINE.

S.S. "WING CHAI"
Captain T. AUSTIN, R.M.R.THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 6.30 P.M.FARES.—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single, 40
cents, Return, 50 cents; Stewards, 20 cents.TIFFIN and DINNER can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$1.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.MING ON & Co.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 5th November, 1904.NAVIGAZIONE GENERALE ITALIANA,
(Florio and Rubattino United Companies).STEAM FOR
BOMBAY VIA SINGAPORE AND
PENANG.Having connection with Company's Mail
Steamers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LEGHORN
and GENOA.VENICE and TRIESTE, all MEDITER-
RANEAN, ADRIATIC, LEVANTINE,
and SOUTH AMERICAN PORTS
up to CALLAO.Taking Cargo at through Rates to PERSIAN
GULF and BAGDAD, also BARCE-
LONA, VALENZA, ALICANTE,
ALMERIA and MALAGA).THE Steamship
"ISCHIA,"
Capt. Maganzini, will be despatched as above,
on TUESDAY, the 14th instant, at Noon.
At BOMBAY, the Steamer is discharging in
VICTORIA DOCK.For further Particulars regarding Freight
and Passage, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 8th March, 1905.

FOR SINGAPORE, PENANG AND
CALCUTTA.THE Steamship
"LIGHTNING,"
Captain J. G. Spence, will be despatched for the
above Ports, on TUESDAY, the 14th instant,
at 3 P.M.For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 9th March, 1905.

"SHIRE" LINE OF STEAMERS.
FOR LONDON AND ANTWERP.THE Company's Steamship
"MERIONETHSHIRE,"
C. H. Burch, Commander, will be despatched for
the above Ports, on or about MONDAY, the
30th March.This Steamer has Superior Accommodation
for Passengers.For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 27th February, 1905.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,
VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).PROPOSED SAILINGS FROM HONGKONG,
1904.About
"SAINT FILLANS" 23rd March, 1905.
"LOWTHER CASTLE" 18th April, "
For Freight and further information, apply to
DODWELL & Co., LIMITED,
Agents.

Hongkong, 9th March, 1905.

Shipping—Steamer.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LTD.FOR SYDNEY AND MELBOURNE,
(Calling at Port Darwin and Queensland Ports,
and taking through Cargo to Adelaide,
New Zealand, Tasmania, &c.)THE Steamship
"EASTERN,"
Captain Ellis, will be despatched for the above
Ports, TO-MORROW, the 11th instant, at
Noon.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, etc., throughout the voyage.This Steamer is fitted throughout with
the Electric Light.A duly qualified Surgeon and Stewards are
carried.N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 10th March, 1905.

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENCLEUCH"
FROM ANTWERP, LONDON AND
STRAITS.CONSIGNEES of Cargo are hereby
informed that all Goods are being landed
at their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Ltd.,
whence and/or from the wharves delivery may
be obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods undeliv-
ered after the 15th instant will be subject to
rent.All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 20th
instant, or they will not be recognized.All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 15th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 7th March, 1905.

S.S. "TOURANE."

COMPAGNIE DES MESAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex
s.s. *Dordogne* and *Admiral* from Havre ex
s.s. *Dordogne* and *Admiral* ex s.s. *Union de
Valence* and *Vichy*, in connection
with above Steamer, are hereby informed that
their Goods, with the exception of Opium,
Treasure and Valuables are being landed and
stored at their risks into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Limited, at Kowloon, whence delivery may
be obtained immediately after landing.Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 2 P.M., TO-DAY, requesting it to be
landed here.Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed after
MONDAY, the 13th March, at Noon, will be
subject to rent and landing charges.All claims must be sent in to me on or before
the 13th March, or they will not be recognized.All damaged packages will be examined on
MONDAY, the 13th March, at 3 P.M.

No Fire Insurance has been effected.

L. BRIDOU,
Acting Agent.

Hongkong, 6th March, 1905.

FROM NEW YORK.

THE H. A. L. Steamship
"NUBIA,"
Captain Habel, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.Optional Cargo will be forwarded unless notice
to the contrary be given before TO-DAY.Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
and stored at Consignees' risk and expense.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 15th instant will be
subject to rent.All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 15th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 4th March, 1905.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"MANILA,"
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.This vessel brings on Cargo—
From London, &c., ex S.S. *Macdonald*.
Optional Goods will be landed here unless
intimation is given to the contrary before
1 P.M., TO-DAY.Goods not cleared by the 10th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.No Claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 4th March, 1905.

Consignees.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO,
LONDON AND STRAITS.THE Steamship
"GLENESK,"
having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that
their Goods are being landed at their risk into
the Godowns of the Hongkong and Kowloon
Wharf and Godown Company, Limited, at
Kowloon, where each consignment will be
sorted out mark by mark and delivery can be
obtained as soon as the Goods are landed.Goods not cleared by the 15th instant will
be subject to rent.All damaged packages must be left in the
Godowns, and a certificate of the damage ob-
tained from the Godown Company within
ten days after the steamer's arrival, after which
no claims will be recognized.MCGREGOR BROS. & GOW,
Hongkong, 9th March, 1905.FROM HAMBURG, PENANG AND
SINGAPORE.THE H. A. L. Steamship
"SILESIA,"
Captain Bahle, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.Optional Cargo will be forwarded unless
notice to the contrary be given before Noon
TO-DAY.Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
and stored at Consignees' risk and expense.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 15th instant will be
subject to rent.All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 15th instant at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 8th March, 1905.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"TIENTSIN,"
FROM BOMBAY, COLOMBO AND
STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.Goods not cleared by the 13th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an ap-
pointed hour.All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognized.No claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 7th March, 1905.

THE PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "ARAGONIA,"
FROM PORTLAND (OR), YOKOHAMA,
KOBE AND MOJI.THE above steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for Countersig-
nature and to take immediate delivery of their
goods from alongside.Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk
and expense.No Fire Insurance will be effected by us in
any case whatever.ALLAN CAMERON,
General Agent.

Hongkong, 7th March, 1905.

Intimations.

WEISMANN, LTD.
(CAFE WEISMANN.)THE place par excellence in Hongkong
for Refreshments of all descriptions.Facing the Post Office, Queen's Road,
Central.Everything of the best, prepared and
served under entirely European Manage-
ment.

See our Grand Christmas Display.

Cakes, Biscuits and Confectionery of all
kinds made to customers' own order and
design.

Send or Bring Your orders.

We guarantee satisfaction.

The Weissmann Most Up-to-date Cafe
in the Orient.

Hongkong, 19th December, 1904.

THE HONGKONG
STUDIO,
HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.PORTRAITS, GROUPS and ENLAP-
PING and COPYING in all Sizes.

Shipping.

ARRIVALS.

Surada, Br. s.s., 3,102, England, 9th Mar.,
Rangoon 25th Feb., M. & Co.
Declina, Ger. s.s., 965, M. Schalkier, 9th Mar.,
Amoy and Swatow 8th Mar., Gen.-O. S. K.

Bengal, Br. s.s., 2,751, G. Phillips, 10th Mar.,
Shanghai 7th Mar., Mails and Gen.-P.
& O. S. N. Co.

Taming, Br. s.s., 1,350, A. W. Outerbridge, 10th Mar.,
Manila 7th Mar., Gen.-B. & S.

Athenian, Br. s.s., 4,000, S. Robinson, 10th Mar.,
Vancouver, B.C., and Woonung 7th Mar.,
Gen.-C. P. R. Co.

Gaea, Ger. s.s., 625, H. Dahl, 10th Mar.,
Bangkok 1st Mar., Rice and Rice-flour,
Chinese.

Hugin, Nor. s.s., 829, G. Salberg, 10th Mar.,
Wuhu 6th Mar., Rice—Order.

Hampstead, Br. s.s., 1,450, D. Thomas, 10th Mar.,
Barry 10th Jan., Coal—D. & Co.,
Ld.

Guernsey, Nor. s.s., 2,808, A. Gjertsen, 10th Mar.,
Cardiff 1st Dec., Coal—Order.

Toonan, Ch. s.s., 942, Boys, 10th Mar.,
Canton 10th Mar., Gen.-C. M. S. N. Co.

Clearances at the Harbour Office.

Hohstein, for Moji.
Hugin, for Canton.
Ilo Verde, for Macao.
Mathilda, for Hoikow.
Wo Ping, for Wuchow.
Hoiching, for Kwong-chow-wan.
Yingking, for Canton.
Rubi, for Amoy.
Tak Hing, for West River.
Kwongchow, for Canton.
Silesta, for Shanghai.
Volga, for Nagasaki.
Hoising, for Sha-u-Tsung.
Lo-gang, for Manila.
Charles Hardon, for Canton.
Decima, for Swatow.
Sambila, for Singapore.

Departure.

Mar. 9.
Store Nordiske, for a cruise.
Mar. 10.

Keongwai, for Swatow.
Taiwan, for Ningpo.
Bendloch, for Nagasaki.
Sambila, for Singapore.
Hupoh, for Chefoo.
Quinta, for Swatow.
Loongang, for Manila.
Silesta, for Shanghai.
Petrarch, for Newchwang.
Rubi, for Manila.

Per Taming, from Manila—Mrs. Williams.
Mrs. Yamell, Mr. and Mrs. Long, Mrs. F.
Reyes and child, Messrs. Richard, Petrich,
Black, & Connor, Clintock, Simpson, Prior,
Coppner, Mr. and Mrs. Butler, Misses Fabrin,
Kerr, Grayson, Capt. Wilson, and 14 Chinese.

Per Bengal, from Shanghai for Hongkong—
Mr. and Mrs. Hiler and son, Mrs. Harder
and 2 children, Mr. F. V. Deacon, Mrs. E.
Rangel, Messrs. F. Brandt, T. Mitchell and 2
Chinese assistants, and 1 Naval Rating. For Port
Said—Mr. and Mrs. T. Inakoff and child, Mr.
and Mrs. Dowling, Messrs. Novikoff, Telisjeff,
Kagan, Lipping and Gombard, For Brindisi
—Mr. H. A. Little. For Marseilles—Messrs.
G. Langlands, H. Hagen, James Budgen, M.
Randt, A. Horie and H. A. Holmes. For
London—Mr. A. Brown, Mr. and Mrs. Furness,
Mr. R. Dunsmore, Mrs. Mitchell, Mrs. Gillison
and 3 children, Mr. T. A. McLean, Revs. H.
Newcomb and A. J. McFarlane. From Yokohama
for London—Messrs. R. Allan, O. Harding,
Arthur Emery, Davis Leitner, Wm. Thomas,
Geo. Pearce and Edwin Owen.

Per Athenian, from Yokohama—Messrs.
John Doughty, T. Tabee and W. Kawasaki.
From Nagasaki—Messrs. Emile Bet, B. F.
Dixon, and Capt. and Mrs. Passmore. From
Shanghai—Mr. Ross, Revs. Robert, W. G.
Walsh, Messrs. Gibson, Yang Yick Cho and
Yang Ming Chew.

Mathilda, Ger. s.s., 678, Jurgensen, 9th Mar.,
Pakhoi and Hoikow 7th Mar., Gen.-J. &
Co.

Mercedos, Br. s.s., 2,025, G. S. McGreor, 1st
Mar., Weihaiwei 25th Feb., Ballast.

Pissanulok, Ger. s.s., 1,267, C. Fuchs, 6th
Mar., Bangkok 27th Feb., Rice and
Meal—B. & O. S. K.

Queen Louise, Br. s.s., 2,170, W. A. Niboll, 6th
Mar., Moji 28th Feb., Black Diamonds—
D. & Co., Ld.

Rajaburi, Ger. s.s., 1,056, G. Wendig, 4th
Mar., Swatow 3rd Mar., Gen.-B. & S.

Tetartus, Ger. s.s., 1,578, J. Desler, 19th Feb.,
Moji 14th Feb., Coal—S. & Co.

Tientsin, Br. s.s., 2,555, C. D. Goldsmith, 6th
Mar., Bombay 18th Feb., and Singapore
1st Mar., Gen.-P. & O. S. N. Co.

SAILING VESSELS.

Forrest Hall, Br. ship, 1,991, P. A. Logan, 14th
Jan., New York 7th Aug., 1904, Petroleum—
S. O. Co.

King George, Br. ship, 2,057, J. White, 11th
Feb., Philadelphia, U.S.A. 6th Sept., 1904,
Case Oil—S. O. Co.

Manuel Laguna, Br. ship, 1,646, D. G. Nickels,
11th Feb., Chefoo 4th Feb., Ballast—
Order.

Saint Louis, Fr. ship, 1,625, Mathis, 23d Feb.,
New York 4th Nov., Oil—S. O. Co.

Steamers Expected.

Vessel	From	Agents	Due
Borneo	Sandakan	M. & Co.	Mar. 13
Opland	Tientsin	S. T. & Co.	Mar. 13
Princess Alice	M. & Co.	Mar. 13	
Tientsin	Singapore	J. M. & Co.	Mar. 14
Tjinali	C. J. L. Mar.	14	
Minnesota	Manila	N. Y. K.	Mar. 14
Emp. of China	C. P. R. Co.	Mar. 15	
Alcinous	Singapore	B. & S.	Mar. 15
Korea	Japan	P. M. Co.	Mar. 16
Prinz Heinrich	Singapore	M. & Co.	Mar. 16
Kumsang	Calcutta	J. M. & Co.	Mar. 22
Tartar	Vancouver	C. P. R. Co.	Mar. 29
Nicomedia	Portland	P. & A. Co.	Mar. 30
Claverburn	New York	S. T. & Co.	April 25

Hongkong & Whampoa Dock Returns.

U.S.A.T. Licum	From	From	From
Sobralense	From	From	From
Tetartus	From	From	From
Vauas	From	From	From
H.M.S. Janus	From	From	From
Chingwa	From	From	From
Chanwal	From	From	From
Lothian	From	From	From
Hoikow	From	From	From
Rajaburi	From	From	From

Ships Passed The Canal.

Outward—17th February—*Algeria, Onifia, Ceylon, Heather, India, 21st February—Beverly, Pina, Helder, 25th February—Serbia, Tientsin, Tonkin, India, Kaurun, Ras Rowa, S. Kistler, 28th February—Segovia, Nankin, Palma, Puy, Hilary, 4th March—Jacon, Colra, Alimannia, Karoon, 7th March—Annon, Renalder, Indramay, Orange, Pera, Falodon Hall, Penna, Prins Etili, Friedrich.*

Homeward—25th February—*Bayern, Hy-lon, 27th February—Croydon, 7th March—Prism.*

Arrivals at Home—18th February—*Sacra, 21st February—Kintuck, Australia, 28th February—Armenta, Glida, Moyone, Ron, Sledon, 4th March—C. Ford, Lada, Hector, 6th March—Shimada, 7th March—Benlomon, Ernest Simons, Lora, Palawan.*

Post Office.

A Mail will close for:

Macao—Per *Wingchat*, 11th Mar., 7:30 A.M.
Canton—Per *Hongam*, 11th Mar., 7:30 A.M.
Moji, Kobe, Yokohama and Portland, Or.—
Per *Argonia*, 11th Mar., 9 A.M.

Haiphong—Per *Dr. Hans Jurg Kler*, 11th Mar., 9 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Manchuria*, 11th Mar., 10 A.M.

Europe, India, via Tuticorin—Per *Bengal*, 11th Mar., 10:45 A.M.
Macao—Per *Heungshan*, 11th Mar., 1:15 P.M.
Singapore and Sourabaya—Per *Fooshing*, 11th Mar., 2 P.M.

Swatow, Amoy and Tamsui—Per *Fritthof*, 11th Mar., 5 P.M.
Nantao—Per *Talchun*, 11th Mar., 5 P.M.
Sanbue—Per *Hoi Fu*, 11th Mar., 5 P.M.

Macao—Per *Wingchat*, 12th Mar., 8 A.M.
Nantao—Per *Talchun*, 12th Mar., 9 A.M.
Sanbue—Per *Hoi Fu*, 12th Mar., 9 A.M.

Kongmoon, Kumchuk and Kaukong—Per *Hongkong*, 12th Mar., 9 A.M.
Canton—Per *Hankow*, 12th Mar., 9 A.M.
Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Eastern*, 12th Mar., 9 A.M.

Canton—Per *Kinshan*, 13th Mar., 7:30 A.M.
Macao—Per *Wingchat*, 13th Mar., 7:30 A.M.
Macao—Per *Heungshan*, 13th Mar., 1:15 P.M.

Kongmoon, Kumchuk, Shihung and Takling—Per *Linton*, 13th Mar., 3 P.M.
Tientsin—Per *Wong*, 13th Mar., 3 P.M.
Kongmoon, Kumchuk and Kaukong—Per *Tak Hing*, 13th Mar., 5 P.M.

Nantao—Per *Talchun*, 13th Mar., 5 P.M.
Sanbue—Per *Hoi Fu*, 13th Mar., 5 P.M.
Swatow, Amoy and Foochow—Per *Haitan*, 14th Mar., 8 A.M.

Singapore, Penang and Bombay—Per *Ichita*, 14th Mar., 11 A.M.
Singapore, Penang and Calcutta—Per *Lightning*, 14th Mar., 2 P.M.
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Changsha*, 14th Mar., 3 P.M.

Manila—Per *Taming*, 14th Mar., 3 P.M.
Europe, India, via Tuticorin—Per *Princess Alice*, 15th Mar., 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Athenian*, 15th Mar., 11 A.M.

Batavia, Samarang, Sourabaya and Macassar—Per *Fijimahi*, 15th Mar., 3 P.M.
Cebu and Iloilo—Per *Kalpong*, 16th Mar., 3 P.M.
Manila—Per *Zahro*, 18th Mar., 9 A.M.

Shanghai, Nagasaki, Kobe, Yokohama and Seattle, Wash.—Per *Minnesota*, 18th Mar., 3 P.M.
Europe, India, via Tuticorin—Per *Oceanic*, 21st Mar., 11 A.M.
Kobe—Per *Chinglu*, 21st Mar., 3 P.M.

VISITORS AT THE HOTELS.

HONGKONG.

Alexander, H. S. Laing, Mr. and Mrs. F.
Almond, Capt. R. W. C.
Andrew, H. W. Marriott, Dr. O.
Barnes, Mr. and Mrs. A. Matthews, T. W.
Barto, Mr. McArann, T. P.
Bellamore, Dr. Miller, P. L.
Bertrand, Mr. and Mrs. Moir, R. N., Lt. and Mrs.
and infant W. M.
Bevis, Mrs. and Miss Moon, Mr. & Mrs. F. W.
and maid Mueller, Capt.
Bingham, Mr. & Mrs. Murray, S.
T. E. and child Newington, A. G.
Birbeck, R. J. Newton, W. G.
Bissell, W. S. Ogilvy, H. H.
Bissell, Mrs. Pan, F. N., Le
Blair, W. Parfitt, W.
Black, D. K. Pattie, Mrs. J. A.
Bogdan, Mr. and Mrs. Perkins, Mr. and Mrs.
and infant T. L.
Bonner, E. A. Potts, W. H.
Borndorf, Mr. Puddappa, W. T.
Borthwick, Mrs. R. W. Ranney, Mrs. F. O.
and child Reyes, Mrs. F. and
Brown, G. R. child
Broughall, L. Rice, P. F.
Cadele, Miss L. Roach, Mrs. J. S. and
Campbell, H. child
Gandy, L. T. Robertson, W. R.
Caum, Miss H. Rogers, Dr. W. H.
Clark, Dr. Francis Rutherford, N. H.
Clark, T. G. Schmidt, Mr. & Mrs.
Cooke, H. A. B. Scofield, Mrs. E. V.
Cooley, E. W. Scofield, Miss G.
Cunningham, G. Scofield, Miss F.
Davies, F. O. Scofield, Miss H.
Davies, Mrs. J. T. Scott, Mr. & Mrs. J. G.
Deacon, F. B. Sichtig, Mrs. R.
Decrummer, A. Skott, C.
Dodge, Mrs. Douglas, Capt. & Mrs. J. Somerville, Geo.
Downing, Mr. and Mrs. Sommer, D.
T. C. Soper, C. H.
Edwards, G. H. Stein, A. L.
Emerson, A. Strong, Mr. and Mrs.
Fischer, H. L. F. B.
Fisher, H. G. Swann, Mrs. E. S.
Glover, C. Swift, Miss
Goldstein, A. E. Thiel, C.
Granichstaden, R. Thomas, C. R.
Grant, A. W. Thomson, Dr. J. C.
Gray, H. C. Thornborrow, J.
Hall, Capt. J. Trimmell, W. D.
Hanson, J. Turner, A.
Harder, Mrs. H. and 2 Tuffnell, L. G.
children Tullidge, G. W.
Harding, R. Underwood, A.
Hardy, Mrs. C. S. Vancian, Mr. and Mrs.
Hayden, P. S. M.
Heurley, E. S. Vancian, Miss
Hooven, J. H. Wemyss, J. L.
Howell, N. J. White, D.
Hunt, R. H. Whitten, Mrs. A. M.
Hurst, R. H. child and infant
Capt. Williams, A. S.
Hutton, A. Wise, Rev. C.
Innes, Capt. R. Wisbrun, F.
Icelly, Rev. F. Woodward, Mr. and
Irwin, J. Mrs. C. J.
Jacob, Dr. J. N. Woodward, Miss
Kaemerling, A. Woolmer, Mr. and Mrs.
Kemp, H. C. C. E.
Kerr, Miss I. E. Wright, Mr. and Mrs.
Kizmanol, J. C. Gordon
Lewis, A. R.

PEAK.

Atkinson, R. D. Martin, R.
Beattie, J. M. Moxon, Mr. and Mrs.
Beattie, M. P. Herbert
Bentwick, Capt. and Oliver, Mr. and Mrs.
Mrs. and children Ollis, F. B.
Boyle, Lady F. and O'Neill, J. L. Hough
Bunney, Col. and Mrs. Parker, R. N., A. R.
F. W. and children Parker, Mrs.
Chapman, A. Barry, Major
Chichester, Major and Phillips, Capt. H. W.
Mrs. A. A. Phillips, Major
Courtney, C. Pollock, K. C. Mr.
Darling, Col. Robert, A. G.
David, J. R. Rymer, Mr. and Mrs.
Dixon, Mr. Sawyer, Mrs.
Dymock, Lieut. A. Smith, C. W.
Gales, Capt. Smith, Mr. and Mrs.
Grant, A. R. Spalckhaver, W. O. C.
Hassan, Mr. and Mrs. Stevenson, D.
Haynes, Col. Stoen, Mr.
Hazeland, F. A. Stokes, Mr.
Helsgaun, A. Story, Mr.
Holborow, Mr. Thomson, Mr. & Mrs.
Hudg, D. W.
Jeffries, H. U. Uffel, W. von
Joseph, Mr. and Mrs. Watkins, R. F., Capt.
Jensling, Major C. L. and Mrs.
Kaye, Major and Mrs. White, Dr. and Mrs.
Lang, Mr. M. J.
Louder, Mr.

CRAIGIEBURM.

Bird, Mr. & Mrs. L. G. Skottow, Mr. and Mrs.
Dann, G. H. A. B.
Franklin, G. Smith, Mr. and Mrs.
Gaskell, Mr. and Mrs. Grant
Holmes, N. M. Southern, Mr. and Mrs.
Morrell, G. E. and
Nicholls, E. A. W. and Mrs.
Ridmore, E. A. Mottague
Commandant & Mrs. Woodward, Mr. & Mrs.
and children
Smith, E. Grant

KOWLOON.

Baumann, Alog. Rouff, Morrell
Heriott, R. M. L. T. Capt. Stevenson, Lt.-Comdr.
and Mrs. Mackay
Little, J. M. Tuke, Capt. and Mrs.
Mitchell, M. Watson, Mr. and Mrs.
Rowe, Mrs. W. E. and W. H.
and child

OCCIDENTAL.

Bands, F. Loiss, Mr. and Mrs.
Brown, Mr. T. C. and daughter
Chandler, Lieut. Mathias, P.
Fier, Mr. Munro, Miss A.
Furth, H. Naft, V.
Guentz, C. N. Reichel, W.
Key, Dr. Rober, Capt. W.
Kien, L. Robt, Dr.
Lloyd, Mr. and Mrs. Twyne, Mrs.
and child Wornap, Capt.

Barometer March 9 at 10 A.M. 30.28
Temperature 57
Humidity 75
Rainfall 5

HIS BRITANIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME	CLASS	TONS	GUNS	H.P.	CAPTAIN	LAST REPORTED AT
Alacrity	despatch vessel	1,500	4	3,000	Commander Harbord	Hongkong
Albion	battleship, 1st class	12,950	16	13,500	Captain Sydney R. Fremantle	Hongkong
Algerie	sloop	—	—	—	Reserve	Hongkong
Amphitrite	cruiser, 1st class	11,000	16	18,000	Captain Charles Windham, C.V.O.	On way to Hongkong
Andromeda	cruiser, 1st class	11,000	16	16,500	Captain R. Nelson Ommamney	Hongkong
Arcturion	cruiser, 2nd class	4,360	10	7,000	Captain Lionel G. Tufnell	Hongkong
Bramble	gunboat, 1st class	—	—	—	Reserve	Hongkong
Britomart	gunboat, 1st class	—	—	—	Reserve	Hongkong
Castorion	battleship, 1st class	10,500	14	13,000	Captain Fegun	Hongkong
Charab	water tank and tug	300	—	300	Lieut.-Commander Stevenson	Hongkong
Fame	torpedo boat destroyer	300	6	5,700	Captain Hon. Stopford	Cruising
Glory	battleship, 1st class	12,950	16	13,500	Reserve	Hongkong
Handy	torpedo boat destroyer	275	6	4,000	Lieut.-Commander Richards	Hongkong
Hart	torpedo boat destroyer	275	6	4,000	Captain Shortland	On way to W-wai
Hogue	cruiser, 1st class	1,200	14	800	Lieut. P. M. Riddore	Hongkong
Humber	cruiser, 2nd class	1,640	8	7,000	Captain William B. Fawcner	Cruising
Imperia	torpedo boat destroyer	360	6	5,900	Reserve	Hongkong
Janet	river gunboat	85	4	—	Lieut.-Commander E. V. F. R. Dugmore	Yangtze
Kinsha	river gunboat	180	2	800	Lieut.-Commander F. B. Noble	Hongkong
Moorehan	battleship, 1st class	12,950	16	13,500	Captain T. G. Greet	Cruising
Ocean	torpedo boat destroyer	350	6	6,300	Reserve	Hongkong
Other	sloop	—	—	—	Reserve	Hongkong
Phoenix	surveying vessel	835	6	650	Commander C. E. Monro	West River
Rambler	river gunboat	85	2	240	Lieut.-Commander Robert E. Vaughan	Hongkong
Robin	sloop	—	—	—	Reserve	Hongkong
Rosario	river gunboat	85	2	240	Lieut.-Commander H. T. Atlay	West River
Sandpiper	cruiser, 2nd class	3,600	8	7,000	Captain C. H. H. Moore	Shanghai
Sifnia	river gunboat	85	2	240	Lieut.-Commander Davidson	Yangtze
Snipe	torpedo boat destroyer	250	6	6,500	Reserve	Hongkong
Taku	receiving ship	4,050	6	—	Commander Dickson	Hongkong
Tamar	river gunboat	180	2	800	Lieut.-Commander E. Secretan	Singapore
Teal	cruiser, 2nd class	3,400	8	9,000	Captain J. A. C. Wilkinson	On way to Spore
Thetis	coast defence gunboat	12,950	16	13,500	Captain Leslie Stuart, C.M.G.	Hongkong
Twined	battleship, 1st class	355	6	5,300	Lieut.-Commander Ernest C. Hardy	Hongkong
Vengeance	torpedo boat destroyer	620	4	450	Lieut.-Commander Holden	Yangtze
Virago	surveying ship	360	6	5,900	Lieut.-Commander Hugh Somerville	Yangtze
Waterwitch	torpedo boat destroyer	360	6	5,900	Lieut.-Commander Jno. F. Knox	Yangtze
Whiting	river gunboat	150	2	550		
Woodcock	river gunboat	150	2	550		
Woodlark	river gunboat	150	2	550		

* Flag of Admiral Sir Gerard U. Noel, Commander-in-Chief.

* Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.

FRENCH MEN-OF-WAR ON THE CHINA STATION.

NAME	FLAG AND DESCRIPTION	TONS	GUNS	H. P.	COMMANDING OFFICERS	LAST REPORTED AT
Achéron	armoured gunboat	1,796	10	1,700	Lieut. Ferret	Saigon
Argus	river gunboat	123	—	500	Lieut. Jeannel	Canton
Avalanche	river gunboat	140	5	150		Haiphong
Balonnelle	river gunboat	—	—	150		Saigon
Carondelet	river gunboat	—	—	150	Lieut. Hue	Saigon
Casse-Œille	river gunboat	140	5	150		Gulf of Siam
Comète	gunboat	325	4	438	Lieut. Merveilleux du Vignaux	Baie d'Along
D'Assas	armoured cruiser	4,000	31	9,500	Captain Allaire	Baie d'Along
Décidé	gunboat	645	10	1,000	Lieutenant L'Est	Saigon
Descartes	cruiser	3,985	14	5,500	Commander Amet	Haiphong
Estoc	river gunboat	303	—	—	Lieut. Mare	Saigon
Francisque	destroyer	303	7	6,300	Lieut. Cotoni	Haiphong
Fronda	destroyer	350	—	303	Lieut. Jehanne	Saigon
Guichen	protected cruiser	—	—	—		Baie d'Along
Gueydon	armoured cruiser	9,376	7	20,200	Capt. Ridoux	Haiphong
Henri Rivière	river gunboat	—	—	—	Lieut. Portier	Haiphong
Jacquin	river gunboat	200	6	308	Lieut. Corlour	Haiphong
Javeline	destroyer	307	—	300	Lieut. Beussant	Haiphong
Kersaint	cruiser	1,250	7	2,200	Commander Simon	Saigon
Lynx	sub-marine	—	—	—	Armbruster	Saigon
Montcalm	armoured cruiser	9,700	12	19,600	Capt. Duval	Baie d'Along
Mousquet	destroyer	307	7	6,300	Lieut. Prat	Haiphong
Oly	river gunboat	—	—	—	Lieut. Grellier	Chungking
Pascal	cruiser	4,015	27	8,500	Commander Chevalier	Colombo
Peibo	gunboat	—	—	—	Lieut. Lavissière	Tongka
Pistolet	destroyer	307	7	6,300	Lieut. de Reinach-Werth	Haiphong
Protée	sub-marine	—	—	—	Lieut. Glorieux	Saigon
Redoutable	battleship, reserve	9,437	8	6,071	Commodore C. P. M. Poldlous	Saigon</

Mails.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through) Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"BENGAL,"
Captain G. Phillips, carrying His Majesty's
Mails, will be despatched from this for
BOMBAY, TO-MORROW, the 11th
March, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. *Oceana*, 6,616 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Persia*,
due in London on the 22nd April.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.
For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 10th March, 1905.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "OCEANIE,"

Captain Oliver, will be despatched for
MARSEILLES on TUESDAY, the 21st
March, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. *TOURANE* 4th April.
S.S. *TOKIN* 18th April.
S.S. *DUMBEA* 2nd May.

L. BRIDOU,
Acting Agent.

Hongkong, 8th March, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
<i>Pleides</i> 1	3,753	F.G. Purington	At Mar. 30
<i>Shawmut</i>	9,666	E. V. Roberts	April 13
<i>Tremont</i>	9,666	T. W. Garlick	April 21
<i>Lyra</i>	4,417	G. V. Williams	May 15

† Cargo only.

FOR MANILA

The largest, steadiest, and most comfortable
steamship for Manila.

<i>Pleides</i> 1	3,753	F.G. Purington	At Mar. 18
<i>Tremont</i>	9,666	T. W. Garlick	April 12
<i>Lyra</i>	4,417	G. V. Williams	May 3

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.
Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 10th March, 1905.

BOO CHEONG,

昌發

STATIONER AND PAPER-MERCHANT,
No. 20, Pottinger Street.

HAS always on hand all varieties of
Stationery, Printing and Note Papers,
Copying Presses, also Automatic Cyclostyle
and Ellman's Duplicator.

Hongkong, 23rd February, 1905.

For Sale.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.
\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 7th March, 1905.

WHY NOT THE BEST?

SEVEN GRAND PRIZES
AWARDED TO
SINGER SEWING MACHINES
AT THE
ST. LOUIS EXPOSITION.

SHOW-ROOMS:—1, WYNDHAM STREET.
Cash or Easy Monthly Payments.
Hongkong, 28th January, 1905.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quart-
er or 6 doz. pints).

Special Prices for Quantities.

Sole Agents:—
SIEMSEN & CO.

Hongkong, 10th January, 1905.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.

EASTMAN'S
KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS"
guarantee given to every purchaser.

40, QUEEN'S ROAD,
Watson's Building.

FOR SALE.

INCANDESCENT
GASOLINE
LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT
MANTLES.

CHIMNEYS,
GLOBES,
SHADES, &c.,
for

GASOLINE AND GAS
LAMPS

at the most moderate
prices.

Lamps fixed up for
Buyers free of charge.

Naphtha of the best
kind kept in stock.

TAI KWONG CO.,
56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904.

TO LET.

TO LET (UNFURNISHED)

4 ROOMS with BATHROOMS, suitable for
Bachelors, in Queen's Road Central.

Apply—
C/o Hongkong Telegraph Office.

Hongkong, 6th March, 1905.

TO LET.

A BUILDING at CAUSEWAY BAY, at
present in occupation of the Steam
Laundry Co., Ltd.

No. 1, RIFON TERRACE.

A HOUSE in WONG NEI CHONG ROAD.

FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 7th March, 1905.

TO LET.

No. 1, STEWART TERRACE,
THE PEAK.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 26th March, 1904.

TO LET.

SIX FIRST-CLASS EUROPEAN
HOUSES in Observatory Road, Tsau
Tsu Tsoi, Kowloon. Each with five spacious
well-ventilated living rooms, two bath rooms,
kitchen, garden, tennis courts, servants' quar-
ters, water, gas, electric lights and bells.
Moderate Rental. Possession on or about
1st April, 1905.

Apply to—
ARRATON V. APCAR & Co.,
45, Wyndham Street.

Hongkong, 6th January, 1905.

A FOOK & Co.,
12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS
AND COMPRADORES, COAL MERCHANTS
AND STEVEDORES OF SIXTY
YEARS STANDING.

ALL kinds of Provisions, Coal, Water and
Ballast supply from alongside at the
shortest notice and with all possible dispatch.
Moderate terms.

Orders solicited.

Hongkong, 23rd February, 1905.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to upon later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROPRIATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$8,000,000 \$250,000	\$1,493,408	Div. of £1.10/- and bonus of £1 @ ex- change 1/11. 9/16=\$25.46 for second half-year 1904	51 %	\$735 buyers London £764
National Bank of China, Limited	99,925	£7	£7	\$175,533 \$101,973	\$27,668	\$2 (London 3/6) for 1903	51 %	\$56 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 81,739	\$150,494	\$17 for 1903	64 %	\$280 sales
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$50,000 \$11,092 \$362,366 \$371,445	Nil.	\$4 1/2 for year ended 30.4.1904	74 %	\$58 sales
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Final of 10/- making £1 for 1903	8 %	Tls. 90 sales
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 20,000 \$372,749 \$803,110 \$846,773 \$700,000 \$37,794	\$2,078,997	\$35 for 1903	5 %	\$695
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$125,675 \$2,561	\$486,284	\$12 for 1902	74 %	\$60
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,250,000 \$125,675 \$2,561	\$329,047	\$6 dividend & \$1 bonus for 1903	84 %	186 ex div.
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,207,505	\$360,372	\$34 for 1903	104 %	\$320 ex div.
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	none	Dr. \$65,123	\$5 for 1900	...	\$23
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$80,935 \$10,000	Nil.	\$3 for year ended 30.6.1903	6 %	\$334 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$600,000 \$18,444	\$26,160	\$1 for second half-year 1904	10 %	\$26 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$205,000 £100,000	£5,853	10/- for 1903 @ 1/10 5/16=\$5.378	41 %	\$123
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	9 %	Tls. 52 sales
Do (Preference)	100,000	£1	£1	\$400,000 £44,116	£58,852	Interim of 1/- (Coupon No. 5) for 1904	41 %	Tls. 30 sales 22/ buyers
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$5	\$60,000 \$15,093	\$1,287	\$1.80 & b. 40 cts for year ending 30.4.04	31 %	\$38 \$29
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$400,000 \$21,675 \$18,600 \$130,153	\$33,648	\$5 for 2nd 1-year making \$13 for 1903	10 %	\$130 sellers
Straits Steamship Company, Limited	5,000	\$100	\$100	Tls. 102,000 Tls. 212,614	Tls. 6,190	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1904	104 %	Tls. 30
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	none	Dr. \$147,717	Interim of \$5 for 1904	...	\$225 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897	...	\$23 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	44 %	Tls. 54 sales
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	44 %	Tls. 54 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$40,000	£7,320	No. 3 of 1/6	...	Tls. 74 sales
Oriental Consolidated Mining Company, Limited	50,000	G. \$10	G. \$10	none	G. \$67,091	50 cents making G. \$1 for 1904	54 %	G. \$174 sales
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	\$4,873	Dr. £4,029	No. 12 of 1/- = 48 cents	...	\$33 buyers
DOCKS, WHARVES & GODOWNS.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,520,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$490
DOCKS, WHARVES & GODOWNS.								
Gen. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$10,517	\$3.75 for 1903	91 %	\$40 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	40,000	\$50	\$50	\$50,000 \$50,089	\$28,015	Interim of \$2 1/2 for 1904	44 %	\$103 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$33,500	\$49,889	\$6 dividend and \$1 bonus for 2nd half- year 1904	64 %	\$28
Howarth Erskine, Limited	12,000	\$100	\$100	\$60,000	...	\$10 div. & \$5 bonus for year end. 30/6/04	74 %	\$220
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$55,500	\$489	\$14 for 1903	44 %	\$25 sellers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$4,956	\$10 div. and \$2 1/2 bonus for 1903	64 %	\$100 buyers
Do (Preference)	2,500	\$100	\$100	\$150,000	\$4,956	\$7 dividend	64 %	\$110
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	Tls. 5 interim for 1904/5	8 %	Tls. 141 buyers
Shanghai and Hongkong Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 487,210	Tls. 22,895	Interim of Tls. 4 for 1904	8 %	Tls. 147 sales
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$2,100,000	\$43,732	\$6 for first half year 1904	31 %	\$560 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903	44 %	Tls. 190 sales
LANDS, HOTELS & BUILDINGS.								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,989	\$2 1/2 for year ended 30.6.1904	84 %	\$32 sales
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 47,000	Tls. 655	Interim of Tls. 4	6 %	Tls. 150 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$11,824 \$20,000	\$11,668	\$5 for first half-year 1904	74 %	\$141 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$50,000	\$37,875	Final of \$6 making \$12 for 1904	9 %	\$128 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,086	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	44 %	Tls. 21 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,994	\$11,958	90 cents for 1904	74 %	\$12 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$377	\$3 for 1904	74 %	\$37 buyers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 828,813 Tls. 170,000	Tls. 40,466	[Tls. 3 final and Tls. 2 bonus making] Tls. 8 for 1904	74 %	Tls. 116 sales
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2	...	Tls. 48 sales
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 57,626	Tls. 725	Final of Tls. 4 making Tls. 7 for 1904	54 %	Tls. 127
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	...	Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,747	Final of \$1.70 making \$3.20 for 1904	54 %	\$57
COTTON MILLS.								
Fwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	15 %	Tls. 274 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$22,862	50 cents for the year ending 31.7.04	3 %	\$14 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 50,000 Tls. 35,227	Tls. 13,629	Interim of 3 % a/c 1898	...	Tls. 25
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4 % a/c 1898 on 6,000 shares	...	Tls. 25
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 8,115	Tls. 22,050	4 % for 1897	...	Tls. 150
CIGARS AND TOBACCO COS.								
Alhambra, Limited	300	\$200	\$200	\$779	nil	\$125 for year ending 30.6.1900	...	\$100 buyers
Philippine Company, Limited	67,500	\$10	\$10	...	...	First year	...	\$9
MISCELLANEOUS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000 \$25,000	Tls. 1,091	Final of Tls. 6 making Tls. 9	13 1/2 %	Tls. 67 ex div.
MISCELLANEOUS.								
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$25,000	\$2,883	Interim of 50 cents for 1904	8 %	\$12 1/2 sales
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£161	6d. per share for 1903	5 %	\$54
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$5,500	\$596	\$3 for 1903	74 %	\$20 sellers
Central Stores, Limited	6,000	\$15	\$12	\$20,000	\$1,253	Interim of \$1.20 for 1904	112 %	\$21 sellers
Do (Founders)	133	\$15	\$15	...	...	None	...	\$100
Do (New Issue)	24,000	\$15	\$7 1/2	...	...	Preferential of 7 per cent for 1904	7 %	\$74 sales
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	48 %	\$15 sales
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	6 cts for 1903	8 %	Tls. 74 sales
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,739	None	...	\$10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,581	80 cents for 1904	94 %	\$84 sales
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	none	...	\$14 for year ending 31.7.1903	...	\$12 buyers
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 152,318	\$5 for 1902	...	Tls. 10 buyers
Fraser and Neave, Limited	4,500	\$50	\$50	\$112,500	\$2,706	\$5 div. and \$2 1/2 bonus for 1903	74 %	\$101
Green Island Cement Company, Limited	100,000	\$10	\$10	\$400,000	\$95,054	\$2 for 1904	7 %	\$284 sales
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000	\$1,704	Interim of \$1	14 %	\$274 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£23,109 £3,000	£7,625	£1 div. and 3/- bonus for 1903	74 %	\$550 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747	\$1.00 for year ending 30.4.1904	64 %	\$154 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$50,000	\$1,795	\$5 for year ending 30.11.1904	6 %	\$200
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$60,000	\$5,336	Final of \$13 making \$17 for 1904	74 %	\$442 sellers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,395	\$10 for 1903	64 %	\$155 sellers
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$2,500	\$290	Final of 70 cts. and 50 cts. bonus making \$1.20 for the year ended 30.9.04	102 %	\$184
Katz Brothers, Limited	10,000	\$100	\$100	\$375,000	...	\$13 for 1903	91 %	\$135 buyers
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,582	Interim of \$5	84 %	\$10 sales
Maatschappij tot Mijn-, Bosch- en Landbouwex- ploitation in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 238,210 Tls. 19,405	Tls. 35,849	4th quarterly div. of Tls. 5, paid 15.12.04 making in all Tls. 35 for 1904	131 %	Tls. 285 sales
Maynard and Company, Limited	3,400	\$10	\$10	none	\$803	\$2 for year ended 31.10.1903	8 %	\$25
S. Moutrie & Company, Limited	4,000	\$50	\$50	\$5,000	\$832	Final of \$3 making \$5 for the year ending 30.6.04	9 %	\$55 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	None	Dr. \$5,537	None	...	\$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 108,172	Tls. 7,548	Final of Tls. 5 making Tls. 8 1/2 for 1904	8 %	Tls. 107 ex div.
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	54 %	Tls. 88 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 25,000	Tls. 6,958	Final of Tls. 8 making Tls. 14 for 1904	94 %	Tls. 147
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 25,000	Tls. 7,350	Interim of 15/- for 1904	6 %	Tls. 430 sales
Singapore Dispensary, Limited	6,000	\$25	\$25	\$6,000	\$800	\$5 for year ended 31.7.1903	6 %	\$80
South China Morning Post, Limited	5,000	\$5	\$5	none	Dr. \$39,020	None	...	\$22 buyers
Steam Laundry Company, Limited	10,000	\$10	\$10	none	\$3,644	60 cents for year ended 31.5.04	81 %	\$7
Straits Ice Company, Limited	2,000	\$100	\$100	\$45,000	...	First year	...	\$44 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$750,000	...	\$7 for second half-year 1903	10 %	\$150 sales
Tientsin Native City Waterworks Company, Ltd.	7,941	Tls. 100	Tls. 100	none	Tls. 413	\$1 div. and 35 cents bonus for half year ended 30.6.1904	64 %	\$41 sales
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,259	Tls. 667	Tls. 2 for half year	...	Tls. 100
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	\$20,000	\$480	Final of Tls. 4 making Tls. 8 for 1903/4	64 %	Tls. 130
Do (Founders)	100	\$10	\$10	...	...	90 cents for year ended 31.5.1904	91 %	\$91 buyers
Watkins, Limited	10,000	\$10	\$10	\$4,802	\$1,044	\$2 for 1903	104 %	\$104 buyers
William Powell, Limited	12,000	\$10	\$10	\$3,000	\$588	Final of 70 cents making \$1.20 for the year ending 30.6.1904	94 %	\$124 sales